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BMW Combination

Germany's WW2 motorcycle combination in 1:35 scale

19th August 2011

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Vol.41 No.10 2011

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Notice Board

Information and diary dates

The Editor welcomes copy for publication in 'Notice Board'. This service is free of charge. Obvious 'for sale' notices, either private or trade will not be accepted. These restrictions do not apply to bona-fide museums and collections or traders wishing to pass on information about the availability of products to readers.

Would secretaries of clubs and societies please allow a three-month lead time for time-sensitive notices. Please note: under no circumstances will copy be accepted by telephone. All notices must be in writing, by letter or e-mail.

Please send all copy for 'Notice Board' direct to the Editor at the address listed under 'Editorial' on the contents page.

Euro Militaire 2011

HobbyLink Japan, the international mail order company, has opted to support Euro Militaire for 2011. Started by American, Scott Hands, in 1995 to cater for Japanese toy collectors and modellers the company has built up an unrivalled reputation for its enormous catalogue and fast service. They have kindly chosen to supply kits for the entrants to the junior classes. This, we hope, will encourage more juniors to enter the competitions. Also entry for the junior classes is free. The organisers of Euro Militaire wholeheartedly welcome this sponsorship from HobbyLink Japan and sincerely hope it will lead to a long and fruitful collaboration.

At Euro Militaire this year the following international clubs will be among those exhibiting their models;

Shepway Military Modelling Society
Gravesham Military Modelling Society
Welling Modelling Club
AMAC35 from France
AMSS from Belgium
KMK from Belgium
Scale Model Factory from Holland
Faversham Military Modelling Club
North Surrey Military Modelling Group
Notts MAFVA
British Flat Figure Society

Finally, among the demonstrators who, incidentally will be demonstrating in the downstairs cafeteria area as it has more room for the spectators and hopefully we will be able to set up a video link and a large screen so even more modellers will be able to view these incredibly talented individuals, will, include;

David Zabrocki
Dave Maddox
Suzanne & Carlos Zahajko
Malcolm Mays
Graham Sutch
Robert Lane
Paul Blaber
Rob Henden

Euro Militaire takes place over the weekend of 17th and 18th September at the Leas Cliff Hall, Folkestone, Kent. For further information on Euro Militaire 2011 please contact: Charles Davis, Show Manager on 01303 248658, email **charles.edit@ntlworld.com** or Richard Windrow, Deputy Show Manager on 01303 240006, email **richard.windrow@btconnect.com**

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The Hawker Fury arrives at Duxford. Photo: Imperial War Museum.

The completed Hawker Fury in all its gleaming glory with the proud Historic Aircraft Collection team. Photo: Imperial War Museum.

Fury at Duxford!

Recently, Historic Aircraft Collection (HAC) brought a very special historic aircraft to Duxford for reassembly and display. Hawker Fury Mk.1 K 5674 serial number 41H/67550 is the only Hawker Fury in existence and has been faithfully restored to flying condition.

The remains of this rare aircraft were discovered on a farm in South Africa and acquired by Historic Aircraft Collection following information received from staff at the RAF Museum. After an 18-year restoration, the Hawker Fury was recently reassembled at Imperial War Museum Duxford, where visitors could see the talented team of HAC engineers painstakingly assemble this spectacular aircraft.

The Fury is now presented in the scheme it was flown in when it was last operational, as part of the famous 'Fighting Cocks', 43 Squadron, RAF Tangmere. It was then the personal aircraft of Flying Officer Rosier, Officer Commanding 'B' Flight, later to become Air Chief Marshall Sir Frederick Rosier GCB CBE DSO. Flying Officer Rosier first flew the Fury during December 1936 but had to relinquish the aircraft in February 1939. It was eventually sent to South Africa in 1940. Taken on charge by 13 Squadron, based at Swartkop, it was damaged in a forced landing and was subsequently struck off charge in March 1941.

The restoration of this beautiful pre-war fighter aircraft was undertaken by Retrotec Limited, who also rebuilt the extremely rare Rolls-Royce Kestrel IIS engine. The restored and reassembled Hawker Fury can currently be seen in all its gleaming glory in the Hangar 3: 'Air and Sea' exhibition at the Imperial War Museum Duxford.

Fleet Air Arm Museum expand Autumn Model Show

With more radio controlled traders and clubs booked to appear than in previous years, over 2,000 model aircraft enthusiasts are anticipated at the Fleet Air Arm Museum's Autumn Model Show on 22nd October.

In addition to seeing the British Model Flying Association's spectacular display, visitors will see demonstrations of indoor flying of both aircraft and hot air balloons. The BMFA display will take place outside the museum on the airfield of RNAS Yeovilton and although the flying line-up for this year has yet to be confirmed, previous displays have seen stunt helicopters, prize-winning Spitfires and even a jet-powered Concorde taking to the skies. In addition to aircraft, enthusiasts of radio controlled model cars and tanks will be demonstrating their skills.

The Fleet Air Arm Museum hosts two model aircraft shows each year. In February, the show is biased towards plastic models whereas the October show also features radio controlled model clubs and traders. (The full list of exhibitors will be published on the Museum's website early in October see **www.fleetairarm.com**)

Throughout the museum, over 90 traders and clubs of all persuasions will be present to offer unusual retail opportunities and advice on modelling techniques plus Airfix 'Make and Paint' workshop.

In addition to the Model Show, visitors will see the largest collection of Naval aircraft anywhere in Europe. They will have the opportunity of going on-board the first British built Concorde and seeing the award winning Carrier Experience. A simulated flight in a Wessex helicopter will lead them to the replica flight deck of the aircraft carrier HMS *Ark Royal* where they will experience the thrills and sounds of a working flight deck and even see a nuclear bomb!

Tickets for the museum, which include the Model Show, are now available on-line. For further information contact Jon Jefferies, Head of Marketing and Development on 01935 842638.

Sword & Lance show moves in 2012

Darlington Military Modelling Society's (DMMS) annual show 'Sword and Lance' will relocate from the Darlington Arts Centre to its new venue of Darlington College, Haughton Road, Darlington DL1 1SU for the up coming 2012 show which will take place on Saturday 14th April, with the show opening at 10.00 until 17.00 hrs. This modern and spacious new location will allow the DMMS to expand on its already well-known and successful show formula allowing the show to expand and grow incorporating a larger number of trade and club display stands in addition to expanding its prestigious competition classes, in addition the society has number of extra attractions and special guests planed for the 2012 show. Even at this early stage a number of specialist trade stands has confirmed their attendance including SK Miniatures, The Military and Aviation Book Centre, SB models, Name it, Halifax Modellers World and Friendship Models to name a few. The college location has on site ample free parking and a wide range of refreshment and catering facilities at reasonable prices. Located just outside of Darlington town centre it can be easily reached by visitors travelling from both the north and the south of the country via the A1 motorway.

The society will publish further details for 'Sword & Lance 2012' as they are confirmed so please look out for further announcements. For further details or to book trade or display space please contact Colin Holmes on 01325489801 or 07958702319 or via e-mail **c20hms@gmail.com**

Model Spitfire and its maker Bob Partington at a previous Fleet Air Arm Museum Autumn Model Show.

Sherman Competition

WIN a Dragon 1:35 scale M4A3 (75)W ETO kit

Entry Form Sherman kit Competition: ID No.1105

Send entry form to:
Dragon Sherman Competition, ***Military Modelling***,
PO Box 6018, Leighton Buzzard, LU7 2RS, or enter online via the ***Military Modelling*** website if you are a magazine subscriber.

Closing date for entries is 9th September 2011. No multiple entries allowed. Please write your answer to our competition question in the box below. To enter the competition all you need to do is to answer the following question:

What does the 'W' stand for in the Dragon kit's designation?

My answer to the Sherman competition question is... " "

One entry chosen at random will receive a Dragon 1:35 scale M4A3 (75)W ETO kit.

The following information must be included for either method of entry:

*Name: ....

*Address 1: ....

*Address 2: ....

*Address 3: ....

*Post Code: ....

*Tel: ....

Mobile: ....

*Email address: ....

DOB: ....

Male/Female
(* Required)

Entries must include full name and address, telephone number and preferably an email address. By supplying your email/ address/ telephone/ mobile number you agree to receive communications via email/ telephone/ post from MyHobbyStore Ltd. and other carefully selected third parties.

If you do NOT wish to be contacted by ***Military Modelling*** and MyHobbyStore Ltd please tick here: email ☐ post ☐ phone ☐

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For full Privacy Policy and Terms and Conditions please see: **www.militarymodelling.com**

This prize draw is provided by MyHobbyStore Ltd and ends 9th September 2011. Please ensure that the information you have entered is accurate as these details will be used to notify the winner. Prizes will be dispatched as soon as practicable.

The competition is not open to employees of MyHobbyStore or paid contributors to ***Military Modelling***. No correspondence will be entered into.

DRAGON myHobbystore.co.uk

Photocopies of this form are acceptable

MILITARY MODELLING WEBSITE

ABOVE LEFT: The massive Tortoise as seen at this year's Tankfest.

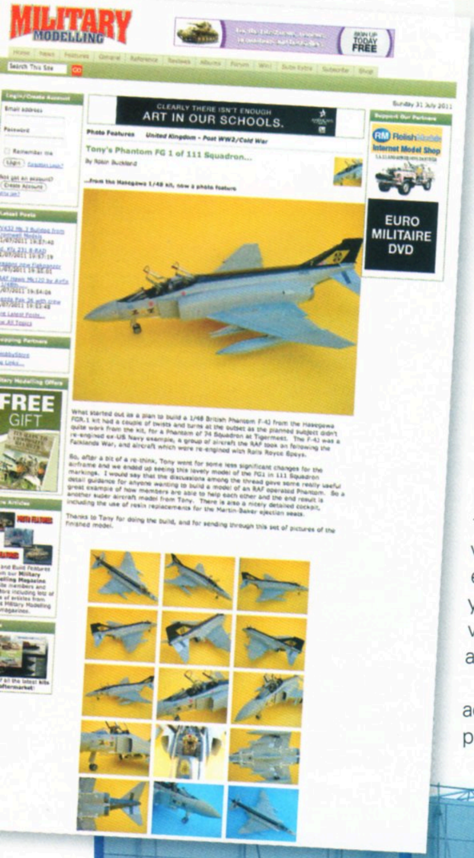
*ABOVE RIGHT: From the left, Gary Radford, Craig Hiscok and Neil Doman manning the **MM** club table at the MAFVA Nationals and Duxford Military Vehicle Show.*

BELOW: Tony Dill builds a Phantom FG1 of 111 Squadron in 1:48 scale.

www.militarymodelling.com

News from the Military Modelling website and forum

If you would like to submit an item for the website email **Robin Buckland** at **robin.buckland@myhobbystore.com** or come and join our online presence at **militarymodelling.com** the world of military modelling at your fingertips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Sunday 31 July 2011

Photo Features   United Kingdom - Post WW2/Cold War

Tony's Phantom FG 1 of 111 Squadron...

By Robin Buckland

...from the Hasegawa 1/48 kit, now a photo feature

What started out as a plan to build a 1/48 British Phantom F-4J from the Hasegawa FGR.1 kit had a couple of twists and turns at the outset as the planned subject didn't quite work from the kit, for a Phantom of 74 Squadron at Tigermeet. The F-4J was a re-engined ex-US Navy example, a group of aircraft the RAF took on following the Falklands War, and aircraft which were re-engined with Rolls Royce Speys.

So, after a bit of a re-think, Tony went for some less significant changes for the airframe and we ended up seeing this lovely model of the FG1 in 111 Squadron markings. I would say that the discussions among the thread gave some really useful detail guidance for anyone wanting to build a model of an RAF operated Phantom. So a great example of how members are able to help each other and the end result is another super aircraft model from Tony. There is also a nicely detailed cockpit, including the use of resin replacements for the Martin-Baker ejection seats.

Thanks to Tony for doing the build, and for sending through this set of pictures of the finished model.

The online home of ***Military Modelling*** is our website **militarymodelling.com**, complete with an active forum and plenty of news and reviews as it comes in. The summer months are often a quiet time for modelling, as longer evenings, family holidays and all those other calls on our time can often take priority at this time of year. There are also plenty of shows to go to, and Tankfest 2011 at Bovington and the War & Peace Show at the Hop Farm in Beltring are just two that come to mind. While we will be having reports on those events here in the magazine, you can find additional coverage with more photos in our website articles as well.

Neil Doman's M2A3 Bradley ODS, just one of many models from the '1:72 scale Armour Group Build' 2011.

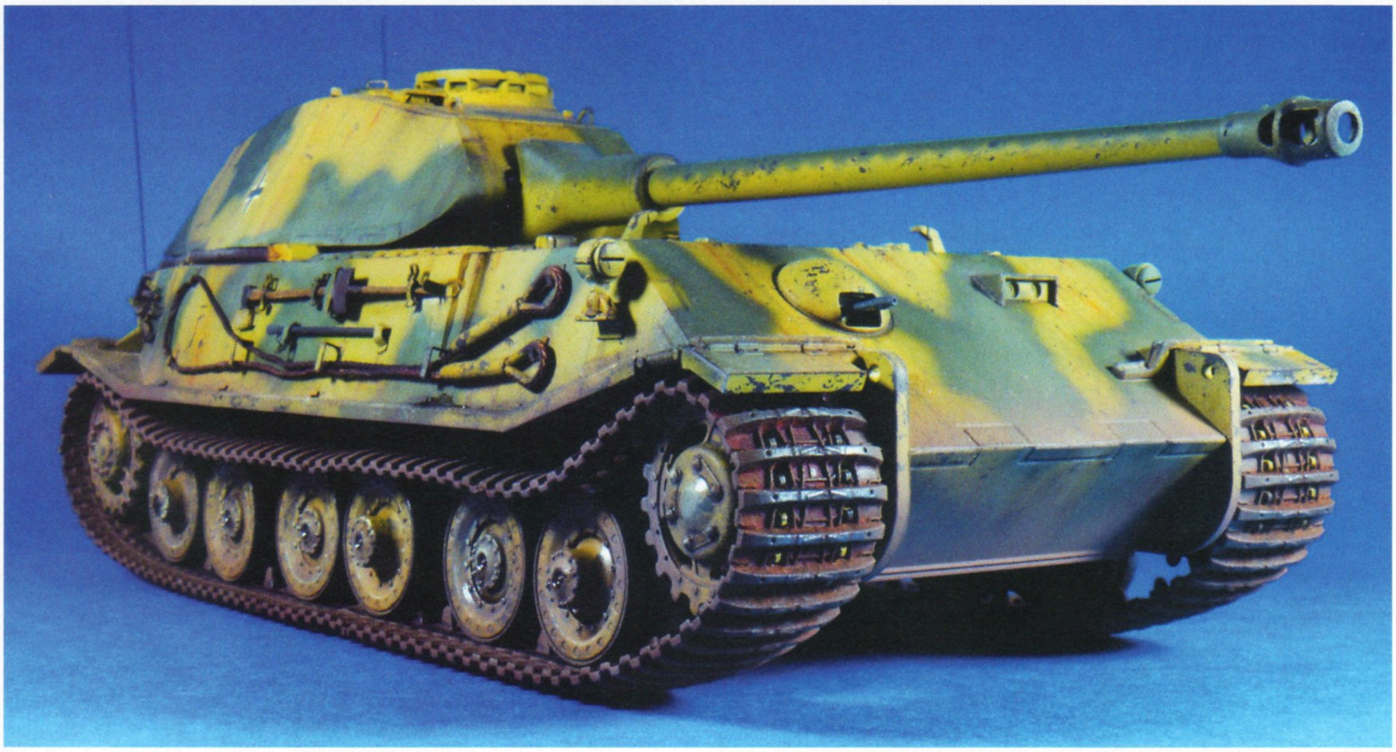
For subscribers we add additional features such as more photo walk rounds on particular vehicles, enhancing what you see in the magazine itself. Talking of subscriptions, these days we publish an electronic copy of the magazine on the website as well, as it comes out. For those who want just an electronic copy rather than paper, it is possible to subscribe to the magazine (and hence you can access the online version as well), but these days you can subscribe to the electronic copy alone, as an alternative.

Another thing we notice recently has been the number of people joining up who are returning to the hobby, often after a break of many years. You will find a good group of friendly helpers on our forum, who are always keen to help if they can with questions on how to do this or that.

It has also been good to see another of our regular members over the past couple of years develop his own range of kits, and Libor of LZ Models started with some 1:35 scale railway kits, but has more recently moved into resin vehicles, with a very detailed model of the M29 Weasel from WW2. We have been watching this take shape as a development sample is being built by one of our US-based members. Now that the kit is on general sale, you can expect a full review soon.

Robin Buckland MM

The SdKfz Foundation StuG III. Just one of many interesting vehicles seen on display at the Duxford Military Vehicle Day.



Porsche's Paper Panzer

Craig Hiscock builds Dragon's 1:35 scale kit for a German WW2 tank design never-built, the VK 4502 (P)H.

> *...a Panzer design that remained on paper never to reach production or testing...*

I knew that this was a 'Paper *Panzer*' but that was the extent of my knowledge of this very sleek looking tank. I therefore set about an internet search, then a look through various reference books and finally a phone call to a friend, and it was fast becoming apparent that this was not going to be a straightforward task! As it turns out there is not too much information about this design (*Ausf*) - well if there is I was not very successful in unearthing it! It does appear to be a *Panzer* design that remained on paper never to reach production or testing. Also, from what I can gather, there were five in total that Ferdinand Porsche had planned and that never went further than the planning stages?

The first two in the design list was the VK 4502 (P) V recently released under **cyber-hobby.com** label that housed the turret in the forward position (V – *Vorwarts* = Forward) and this release in the Dragon boxing VK 4502 (P)H with the turret mounted at the rear (H- *Heckwards* = Rearward).

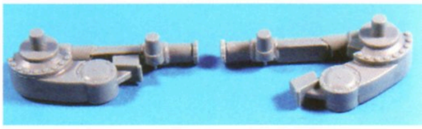
What's in the box?

Included in the box are 16 sprues moulded in Dragon's now familiar grey styrene of varying sizes with the smaller ones housing the tools and kit specific items. There is a separate lower hull (newly tooled) two small clear sprues housing the vision port glass, two separately slide moulded commander cupolas, one having the three rain channels moulded on top. An aluminium barrel and a reasonable etched-metal set that includes the engine and exhaust mesh, tool clamps and some extra detail for the rear loader's hatch and a piece of metal rod. There's also some 'springy' metal tow cables included but I usually discard these. The small decal sheet is printed by Cartograf and has four *Balkenkreuz*. Lastly, a new set of DS100 tracks with every other guide horn removed.

Some of the sprues contained in the box are familiar as they appear in some of Dragon's other releases, such as *SdKfz* 182 King Tiger with Henschel turret (item 6303) and *SdKfz* 184 'Elefant' (item 6126). The upper hull is again newly tooled and is a fairly big chunk of styrene and should prove to be a joy to paint.

On with the build

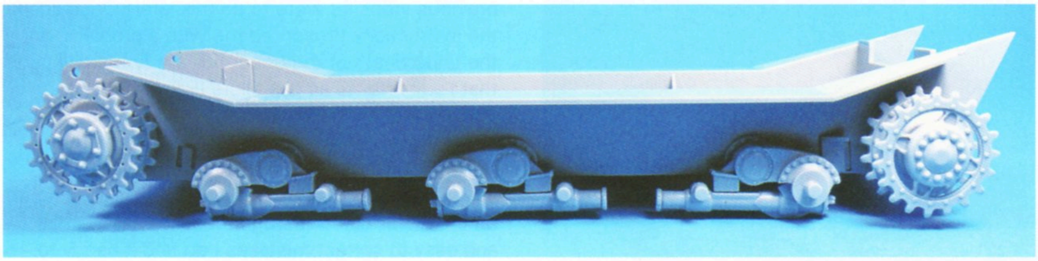
With a fresh blade I started with Step 1 in the instructions which covers the running gear. In the instructions for the idler construction they called for part E4 to be used when it should have been F4. No real problem, but it did have me double-checking the sprues to make sure. I opted not to fix the sprocket mount and just dry-fitted it so as to aid in the correct fitting of the DS tracks later in the build. Next was the assembly of the Porsche suspension and there are six to make each containing four parts in the construction. With some careful gluing these can be made to be fully workable. When fitting these assemblies the hull has moulded mounts with guide plugs so it's easy to get them fitted in the right directions, a nice touch I thought. Moving along this first step was the clean up and assembly of the roadwheels. There are two styles used in the build and both are easily identifiable so I didn't bother separating them as I normally would so all were done in one sitting. The sprue attachment points were fairly thick which made clean up a little



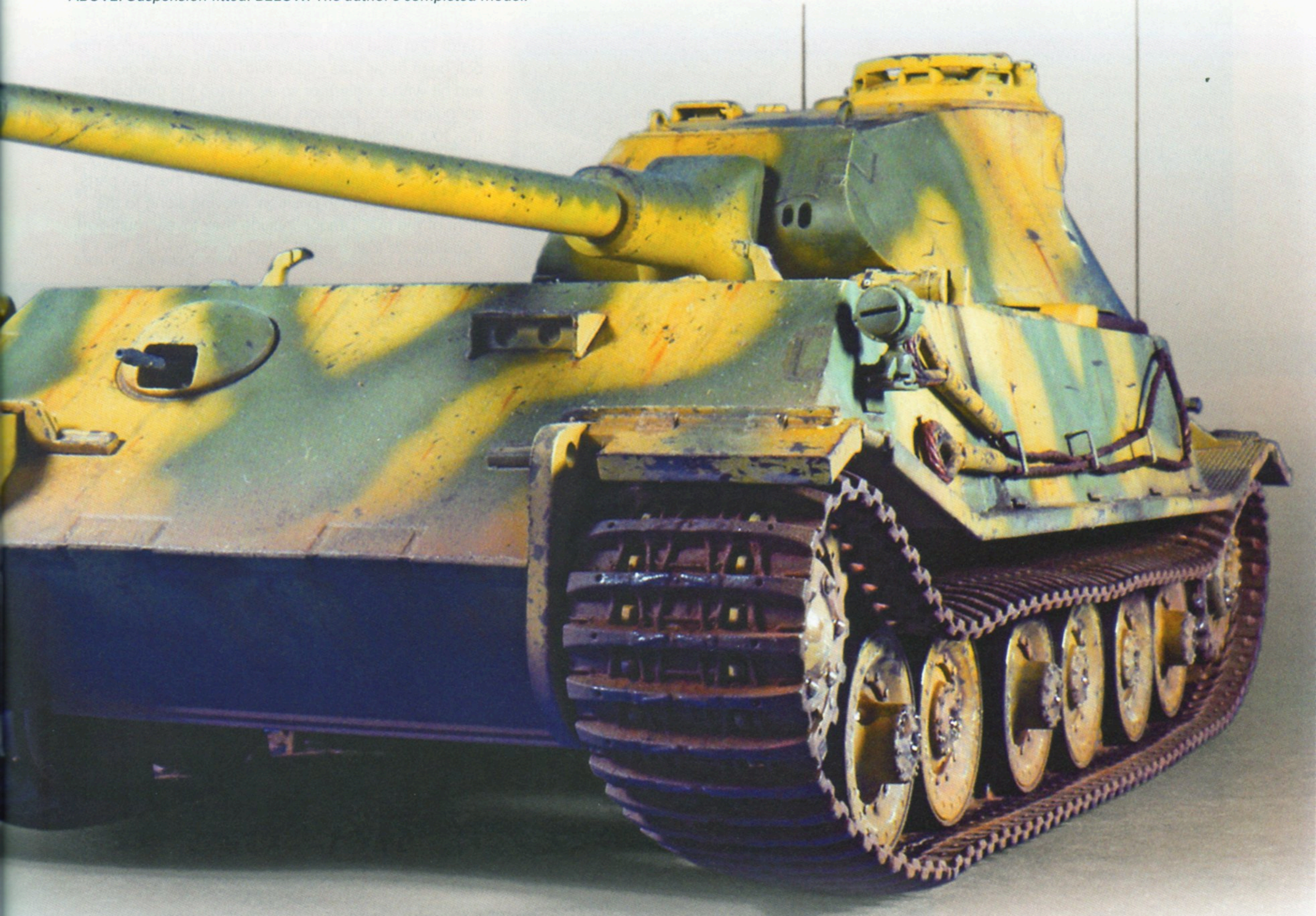
Suspension open and closed positions.

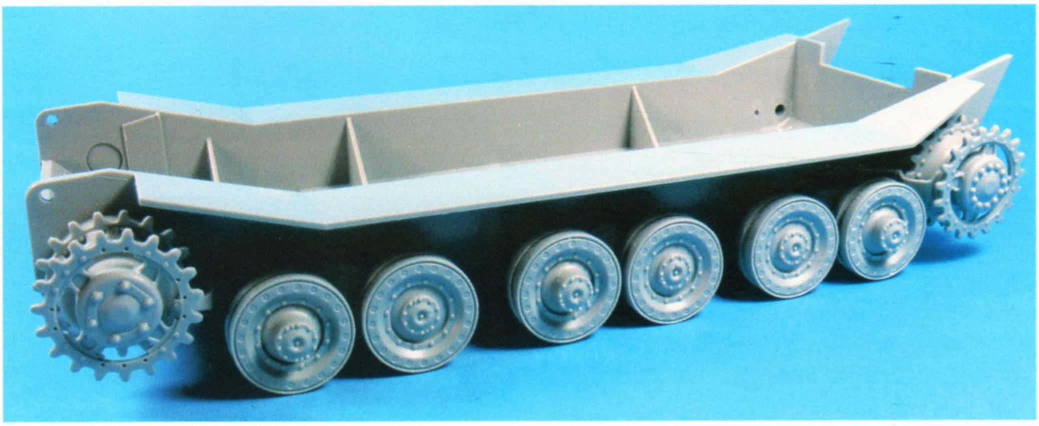
Sprockets and idlers.

⏩

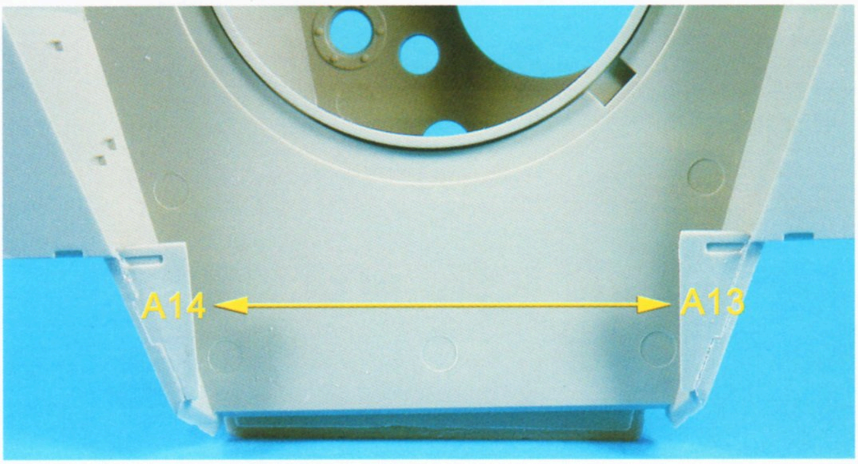


ABOVE: Suspension fitted. BELOW: The author's completed model.

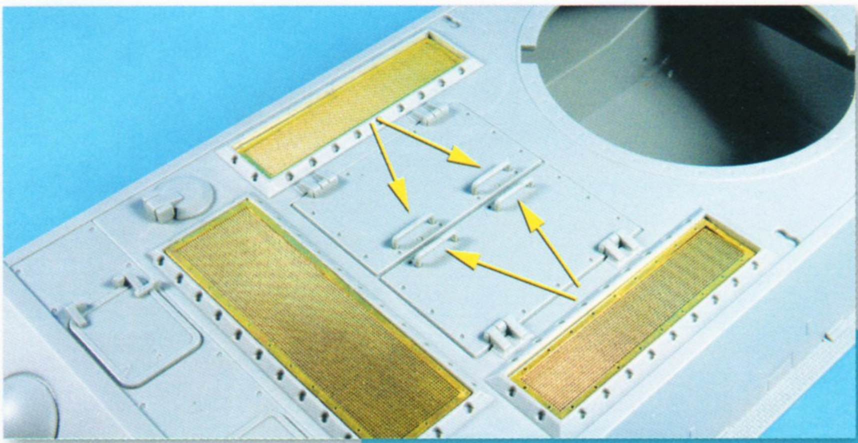




RIGHT: Wheels were cleaned up and dry-fitted.



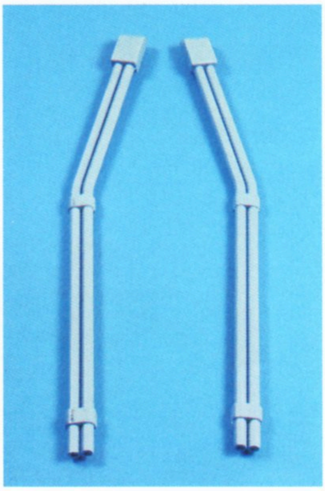
ABOVE: Underside of upper hull with transposed parts A13 & A14. BELOW: Etched screens and the engine deck handles parts A9.



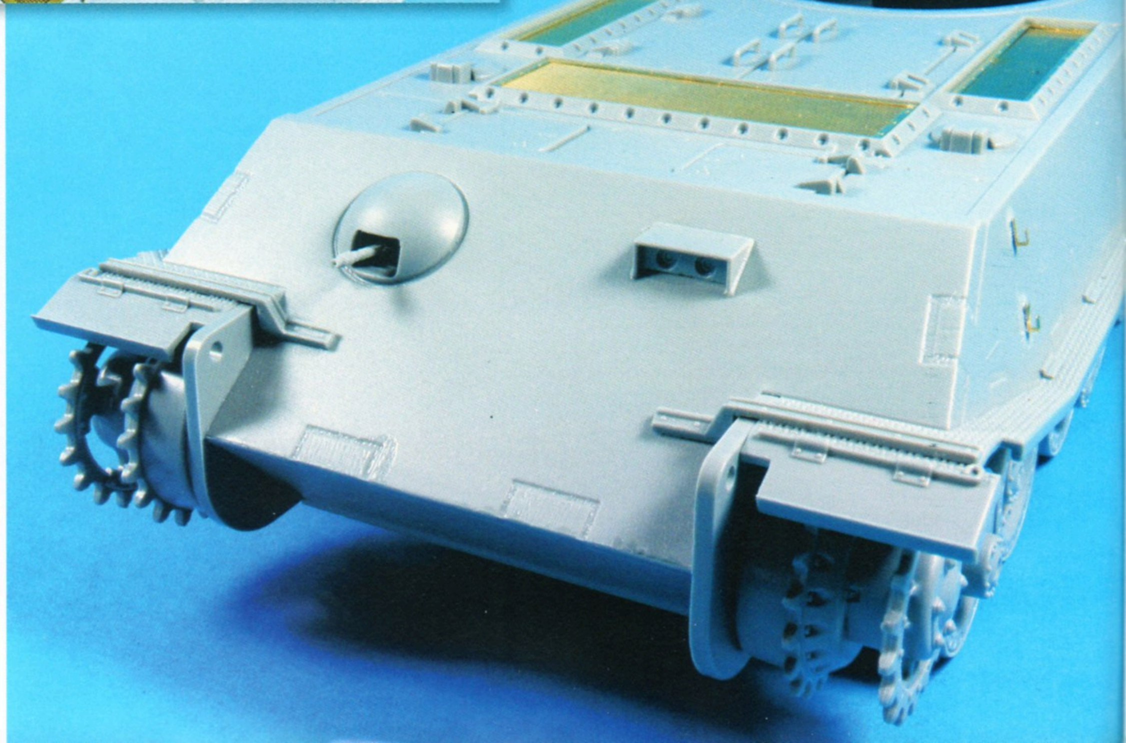
more laborious than normal, so I guess the sprues are starting to show their age a little.

Turning to Step 3 presented me with the build up of the upper hull (Step 2 was the attachment of the running gear). After a quick scan of the assembly I decide to do Step 5 first as this was adding a couple of bits to the underside. Being fairly ham-fisted I would no doubt knock all the parts off from the previous steps if I were to do this later! Once again, the instructions presented me with a problem; on the underneath of the upper hull are two small parts that I will refer to as gap fillers (Parts A13 & A14). These need to be transposed as the instructions show the wrong placement and also name the upper hull part as A31, a part number which I had already used as it's the right-hand side mud scraper on the lower hull! Although these are fairly small and easy to correct mistakes I do find it handy to check, and double-check, just to be sure.

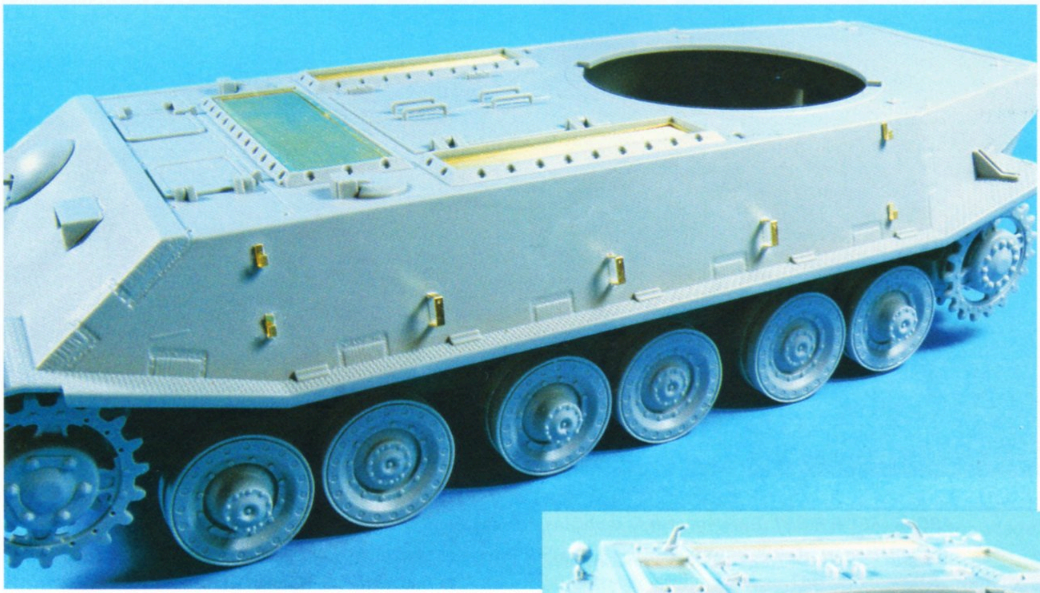
Jumping back to Step 3 I added the very nice two-part etched screens. The first part was fixed with Gator Grip glue and then the surround with some nice bolt head detail was added with some super glue and hit with accelerator so as to stop the thin part springing out of position. During this step I noticed that four handles on the engine deck covers had mysteriously appeared in the instructions so, after a quick sift through the sprues, I located them as parts A9 and fixed them in position. Moving along to the front of the hull, Dragon include their lovely multi-part *Kugelblende* (ball mount) Gen2 MG34 now as the kit



ABOVE: Twin exhaust tubes.

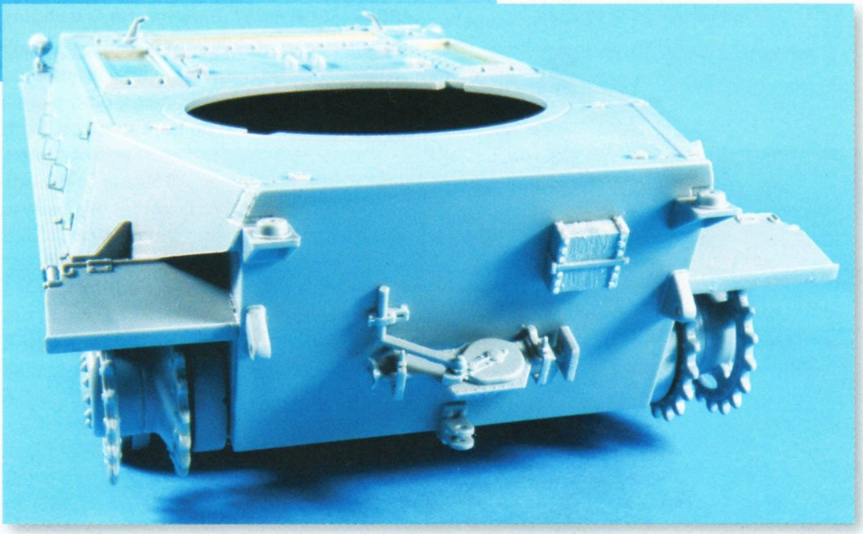


RIGHT: Front end with added MG34 and fender supports.



LEFT: Tow cable mounts added left-hand side.

BELOW: Rear plate fitted and detail added.



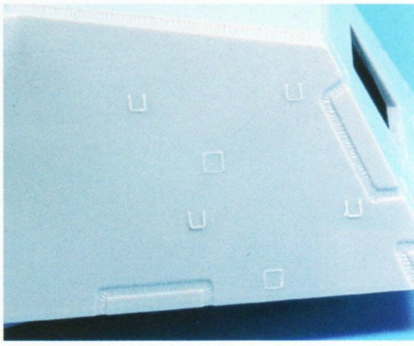
unfortunately has the driver's/radio operator's hatches moulded shut so I decided not to use all the parts as the they would have been hidden forever so I just mounted the gun barrel in the ball mount. The left and right fender supports were also fixed into place adding some nice detail. The exhausts on this kit are supplied in the shape of two twin pipes that are mounted on either side of the superstructure roof. However, in order to aid painting I decided to leave these off until later.

Included in the kit are some photo-etched mounts for the tow cables to be stowed along the side of the superstructure. When bent into shape there is very little surface area to hold the part so I used some gel type super glue, again hit with some accelerator, to hold them in place. The four small hooks were also added at this time and both of these steps were carried out on both sides. At this point it was now safe to get the upper and lower hulls mated together and this then allowed me to attach the rear plate. Although this assembly is actually covered in Step 10, I do tend to flit between steps and I assume most of us will have our own method of madness! The fit was perfect and, with a little Tamiya Extra Thin Cement run around the seams, I left it to set overnight. Next I began to add the very limited equipment to the rear and this includes the jack and tow hook mounts and a very plain looking jack block. To improve this latter part I added some grain to the block with the back of my hobby knife and then some bolt head detail using Plastruct 0.5mm Hex rod. At this stage the rear fenders were also added.

Rather than adding all the tools and me then knocking them off during handling I moved on past this step and had a look at starting the turret, Step 8. The first thing that needed to be done was the removal of the moulded-on track hanger locations. These caused no real problems and, with a sharp blade and sanding stick, the job was done. Looking at the instructions something struck me as odd as there is no way of attaching the mantlet to the turret? If you were to attempt it I don't think you would have a strong enough bond to hold up the long barrel, especially using the aluminium one supplied in the kit. A quick look through the sprues and I found sprues N and H containing parts of a breech from what I think was from the King Tiger kit (item 6302). A less-experienced modeller may be caught out on this one as the parts needed are actually shaded blue in the instructions (not for use). I built up the parts quickly checking the instructions from kit 6302 and also noticed that the Turret MG had also been omitted from the instructions. I dry-fitted the breech assembly into the turret and it fitted perfectly but, when I tried to dry fit the barrel, the breech interior insert was cut on the wrong side! I therefore had to remove the breech and slice away some of the styrene until I had a snug fit. Once I was happy everything was working the breech was finally cemented in place.

With this problem resolved I could move on to addressing the rest of the turret. However, once again the instructions had me checking the sprues as they had missed the lifting hooks on the turret roof (N14), the handle from the rear loader's hatch (N15), and the gunner's vision port (N13). The rear loader's hatch can be modelled open or closed; if the open position is selected you have some nice etched detail that can be added, but you would probably need a figure within the turret as the interior breech is very basic. For this reason I closed mine up and the etched parts were donated to my spares box.

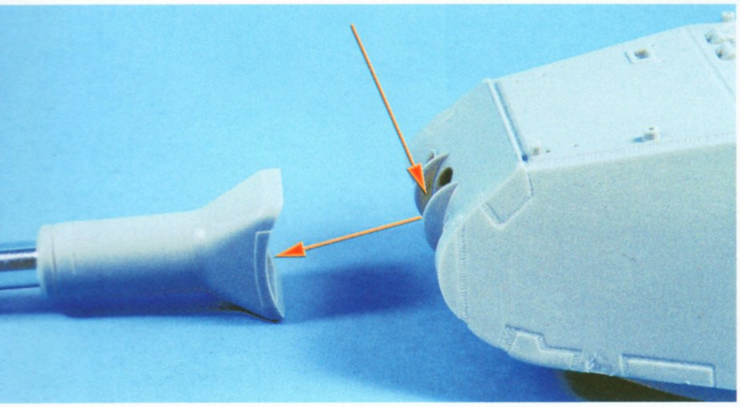
Now at last I could concentrate on the assembly of the tools and these are presented on one small sprue (TA). All of them are moulded without clamps as these are supplied on the etched-metal fret in the box and all are mounted on the right-hand side of the superstructure. Lastly, all that was left was the two Bosch lights mounted on the left and right-hand sides. As this was practically the last step in the build, apart from the tow cables and tracks, I had another quick look through the box and it became apparent there are some parts that can be added to the build. These are again shaded in blue on the instruction sheet (not for use) and are for some C-shaped tow hooks, a fire extinguisher and a tubular taillight assembly with clear part. As these are all standard

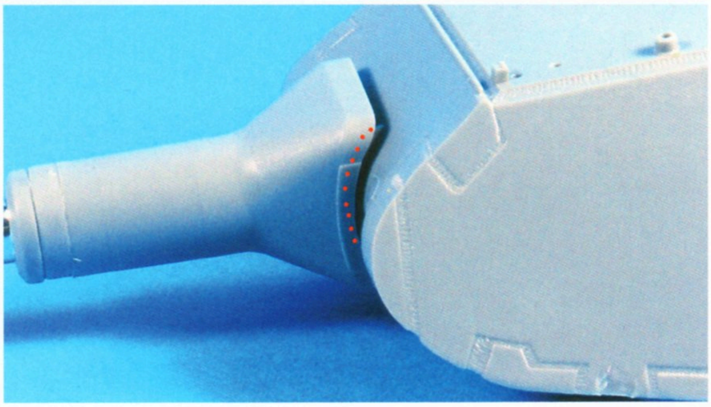


Turret spare track hangers.

Turret spare track hangers removed.

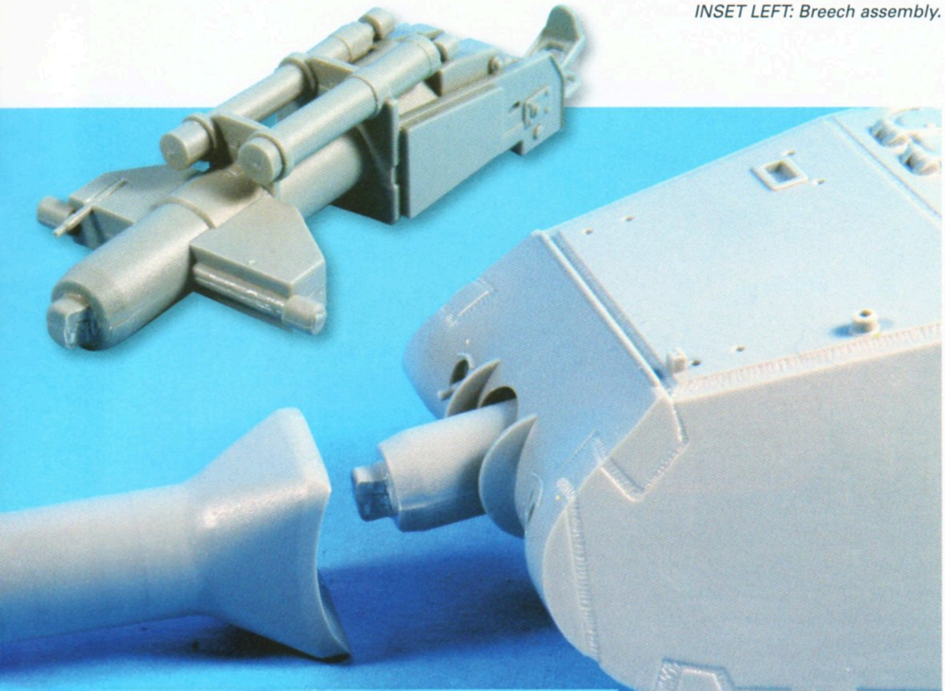
▷▷





ABOVE LEFT & RIGHT: Turret/mantlet fit problems.

INSET LEFT: Breech assembly.



fittings for German AFVs I decided to place them in logical positions. The C-shaped hooks were mounted on the rear plate using some etched-metal parts from the spares box. The taillight was also added to the rear and the fire extinguisher was mounted on the top deck of the superstructure. Lastly, the tow cables were made up using some nylon string and that was the build finished.

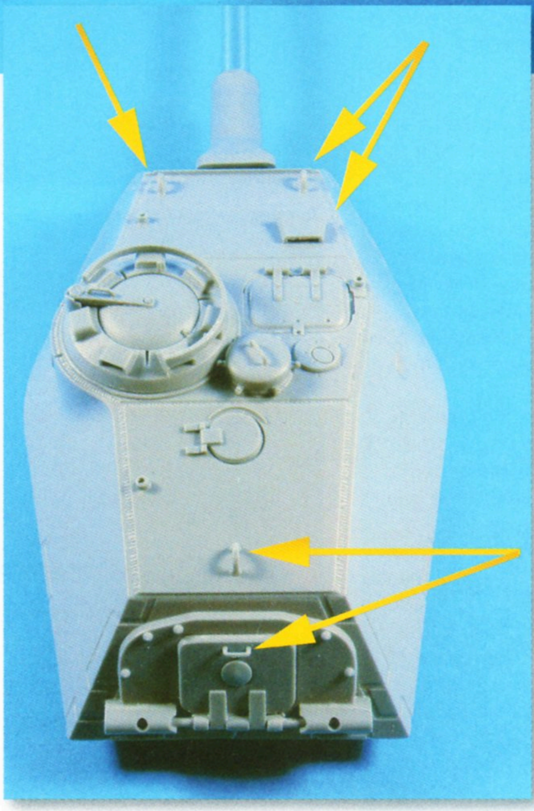
Painting

Like all of my builds my chosen primer comes in a rattle can from Halfords. This lays down a very fine and durable finish without compromising any detail and is touch dry in about 10 to 15-minutes. Nevertheless, I do like to leave it for at least 24-hours for it to fully harden.

The basecoat was German Dark Yellow from the DOA range of paints (**http://trackpads.co.uk/cube/index.php**) and the model was given a couple of light coats all over. In the same session I added to the paint left in the cup a few drops of DOA Ivory filter to lighten the base mix. This was then sprayed on the flat surfaces with a slight blending into the vertical sloping sides of the model. I had decided to use the box art scheme early on in the build so it was out with the Tamiya NATO Green XF-67 thinned 50/60 with Isopropanol alcohol. Using the box art as a guide the first stage of the camouflage was laid down and this was then set aside for an hour or two to dry. Next, again using the NATO Green, I added a little Tamiya Flat Yellow XF-3 and applied this to the centre of the already applied camouflage.

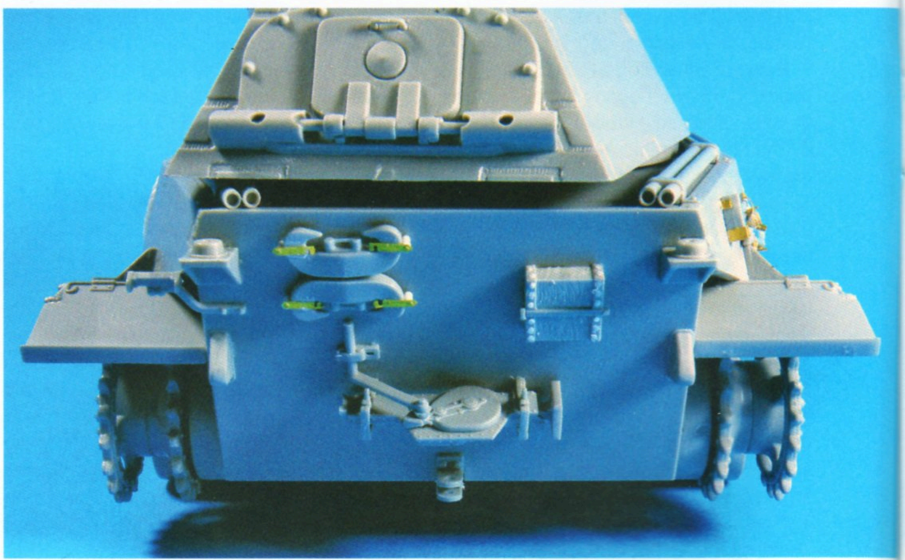
Whilst the model was drying I was able to make a start on the tracks and the first thing I did was to mask

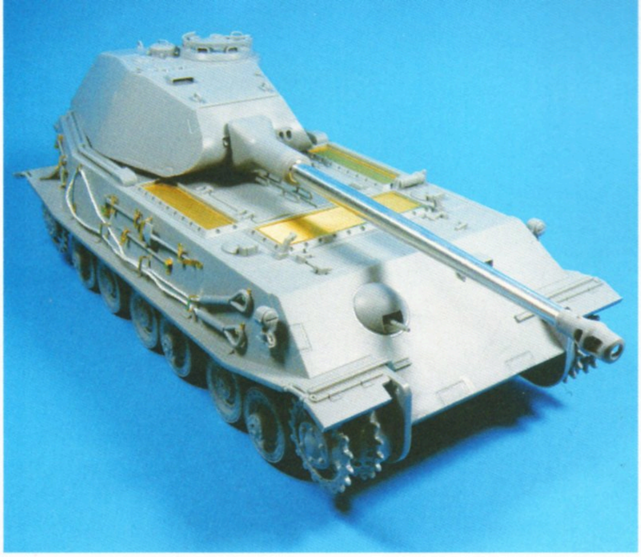
ABOVE: Trimmed breech ready for final fit.



LEFT: Turret roof missing parts.

BELOW: Finished rear plate.





ABOVE LEFT: Finished build.

ABOVE RIGHT: Primer coat added.

the two connecting points with some masking fluid from Winsor & Newton so as to get a good contact when they are fitted. They were then base coated using DOA Track Brown and, once dry, a couple of liberal coats of Johnson's Klear floor polish was applied with the airbrush to seal the paint. The tracks were then allowed to dry overnight. For the next stage I mixed up a solution of Isopropanol alcohol and DOA Dust/Sand pigment into a soup-like consistency and this was then painted over the track with an old brush stippling the mix as I went to get into all the nooks and crannies. As the alcohol evaporates the pigment dries and fixes into place. I find this method quite handy as the pigment is fixed but remains slightly dusty to the touch so further blending can take place. Once I was happy with the pigment application a heavy wash of Winsor & Newton Burnt Sienna oil paint was applied over the top and allowed to dry thoroughly. Lastly, an application of Mig's Gun Metal Pigments was applied along the surfaces of the track and guide horns using my finger.

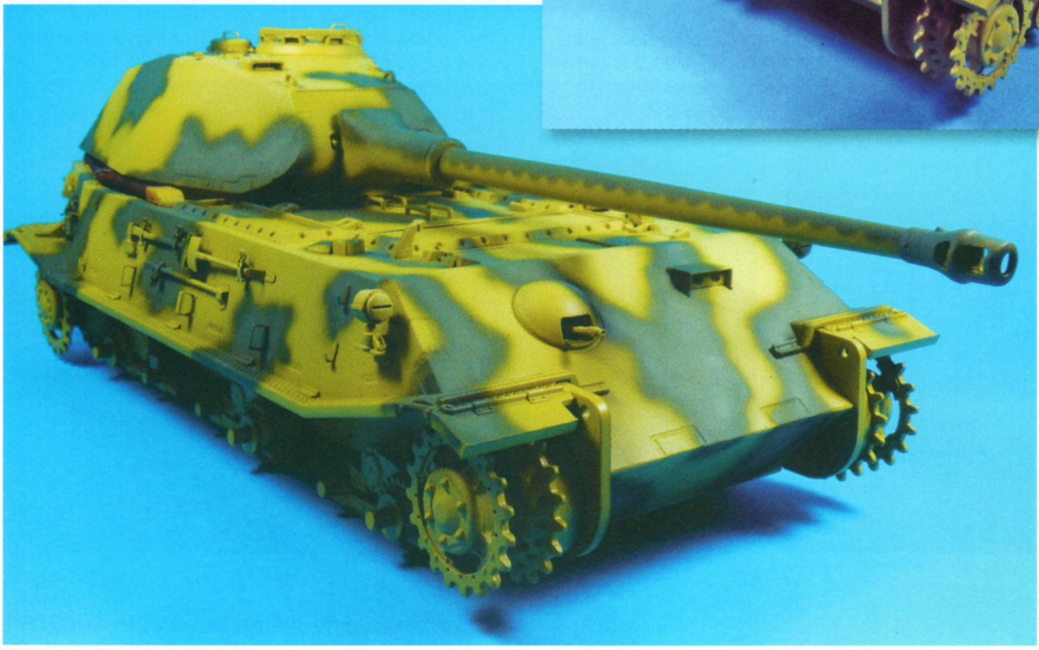
As mentioned earlier, I was leaving the twin tube exhaust pipes until later, so now it was time to add these. These were first base coated with Mig's 502 *Abteilung* Dark Rust Oil colour (ABT070) and left aside for 20-minutes. Next, using an old brush, a stippled coat of Mig's Old Rust pigment (P230) was applied along the tubes and left to dry overnight before adding them to the model.

Weathering

I wanted to add some wear and tear so it was out with a scouring pad (Scotch-Bright). Using a small square cut from the pad and held in some tweezers it was dipped into some Vallejo German Camouflage Black Brown 70822 and then wiped almost clean onto some kitchen towel. The application needs to appear random and the pad really helps to achieve this. I concentrated on heavy wear areas lightly stippling the pad to replicate light wear and tear. The same process was added to the wheels. I also painted the surfaces of the wheels Camouflage Black Brown and then applied some pencil graphite around the outside to show wear. With this completed the wheels were fitted and I then gave the model an overall coat of Vallejo Gloss 510. When this had dried I added the three *Balkenkreuz* decals with an application of Micro Sol and these were then left to settle down overnight.

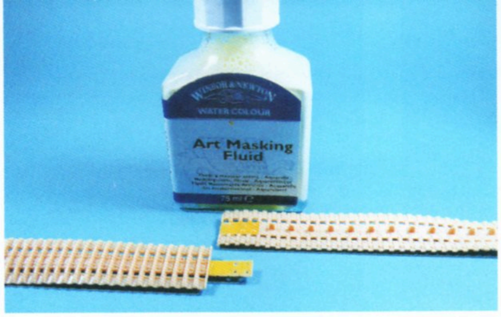
At this point in every build I am never happy with the general appearance - maybe it's the glossy

▷▷



ABOVE: Painted in Dark Yellow.

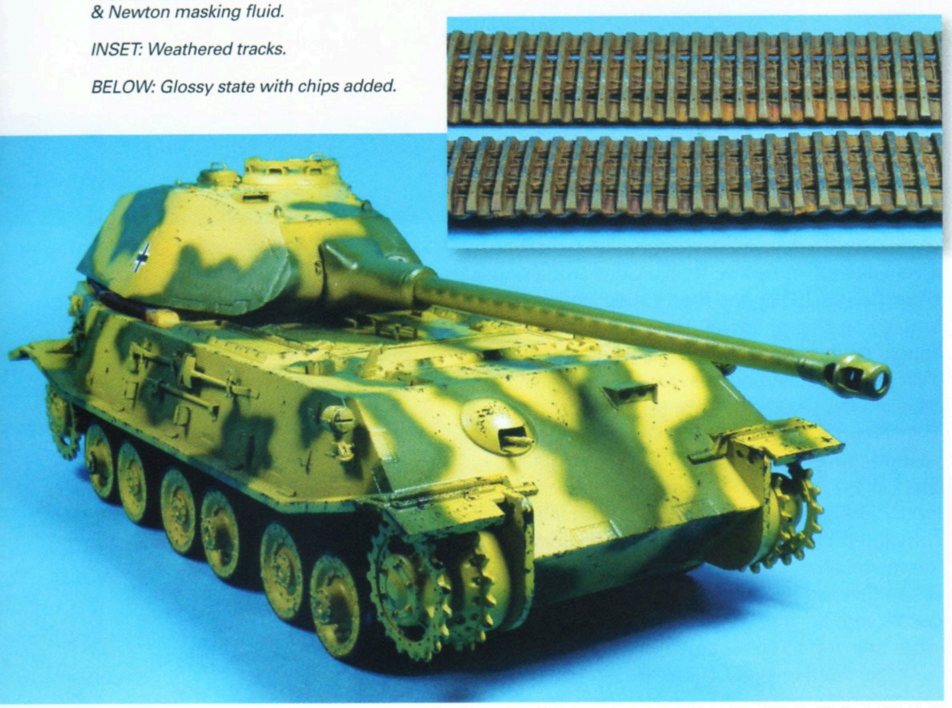
LEFT: Highlighted Green camouflage.

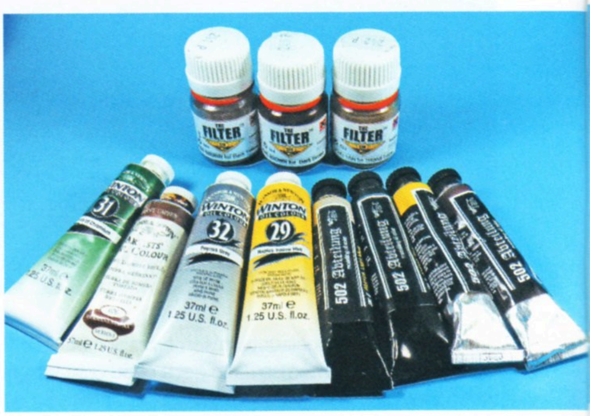


RIGHT: Tracks masked with Winsor & Newton masking fluid.

INSET: Weathered tracks.

BELOW: Glossy state with chips added.





Oils and Sin Industry weathering selection.

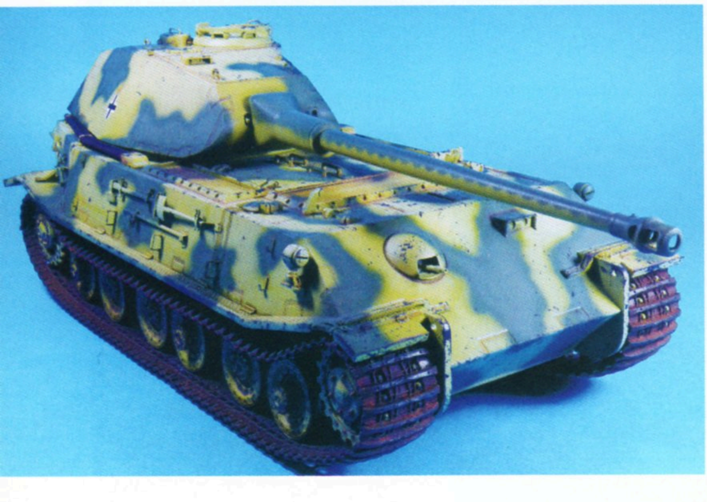
surface, or stark contrast between colours and chipping, am I the only one? I don't think so but I have to push past it every time, so my next step is to add a pin wash around all the details using Winsor & Newton Burnt Umber mixed with white spirit and applied with the tip of a size 0 brush. This is then allowed to dry thoroughly. My next steps involve using several colours of oils and three filters from the Mig Sin Industry series, these being P242 Tan for three-tone schemes, P241 Brown for Dark Yellow. These two shades were used all over allowing a good 12-hours drying time between each application and finally P245 Brown for Dark Green, this one being added selectively to the green areas of the model. The oils were used to add streaking and fading to certain areas of the build, like the turret roof and engine deck. Some slight rust streaks were added to the heavier chipped areas and then left overnight. This gives the paint time to dry, although not completely, so now with a flat brush dampened with some white spirit and using downward strokes I was able to blend the streaks in. Once I was happy with each stage of oil application I sealed them in with a matt coat. This allows you to continue adding stages of weathering without disturbing the underlying effects and, of course, if you don't like the new layers you can simply remove them with some clean spirit and start again.

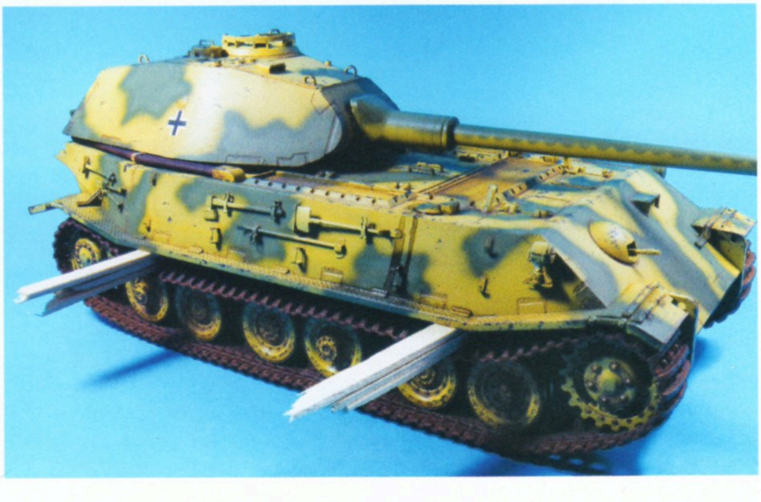
Now the matt coat had been applied I could safely handle the model without fear of ruining any painted detail so I fitted the tracks. The masking fluid come away with the aid of a normal pencil eraser and left the DS styrene underneath so as to get a good connection. Leaving the sprockets dry-fitted was a good move here as the fit of the tracks underneath the trackguards was actually quite tight. Happy with the fit, the tracks were now glued together with normal styrene cement and, after a few minutes, were welded together and the tension could then be taken up with a slight adjustment of the sprockets. These were then glued with a drop of super glue. To achieve a realistic track sag a couple of broken coffee stirrers were used to pin the track along the run of the wheels and then glued from behind and left aside to dry.

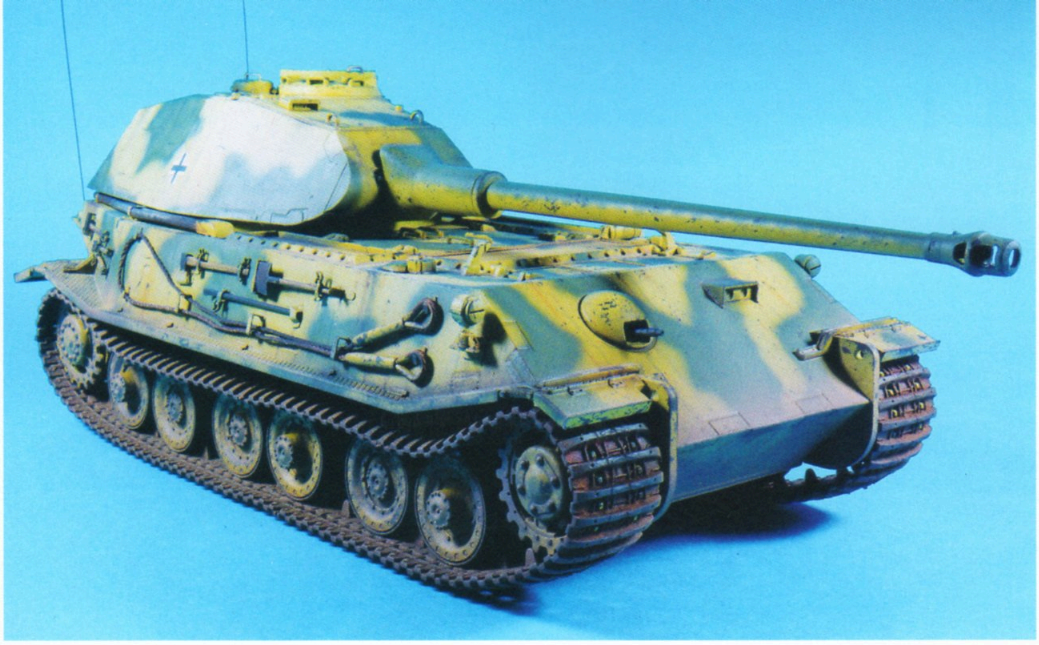
Now the tracks were fitted I could really crack on with the weathering adding localised filters, darker shades to lower areas and lighter to the upper areas, like turret and engine deck. Each stage was sealed with a further coat of matt varnish. The tools were base coated with Xtracrylix British

BELOW: Early stages of filters and first matt coat to seal in effects.

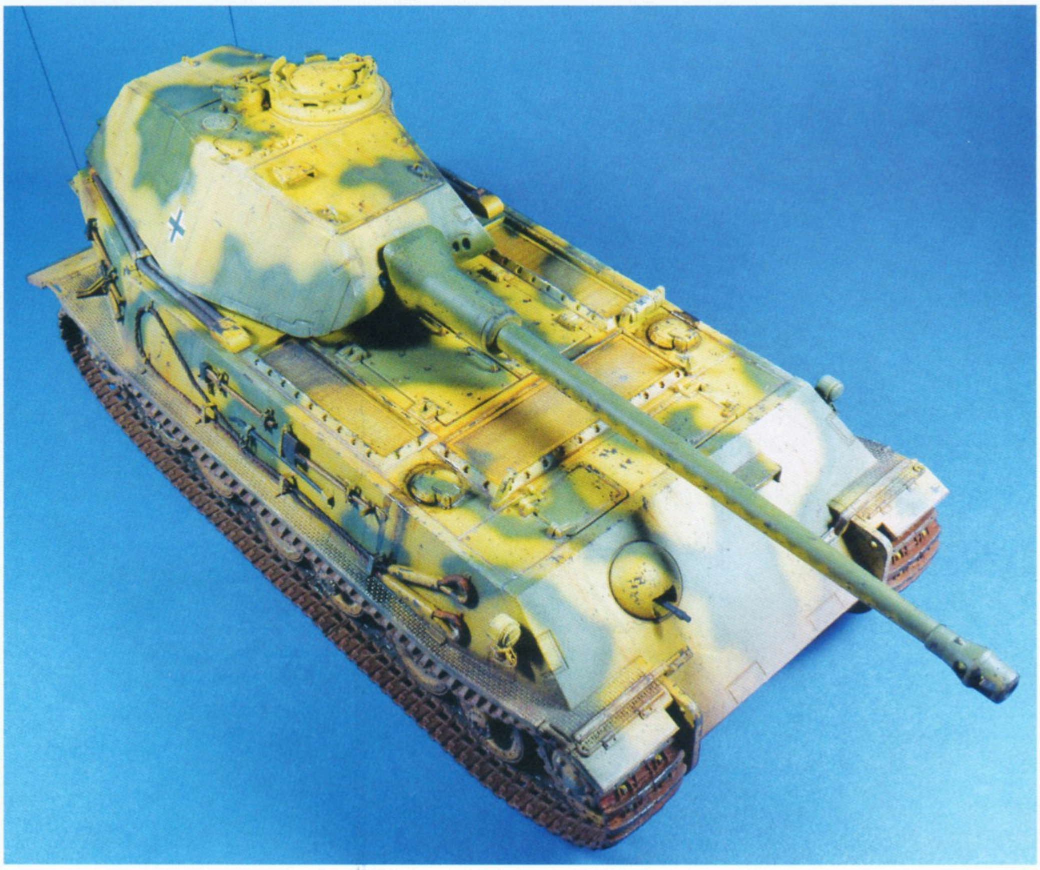
BELOW RIGHT: Coffee stirrers for adding the track sag.

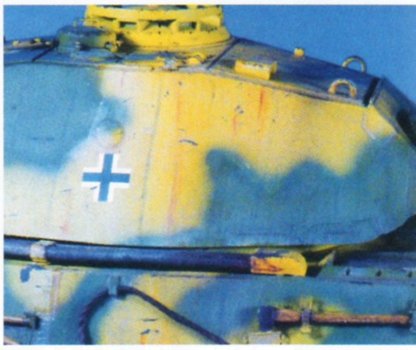


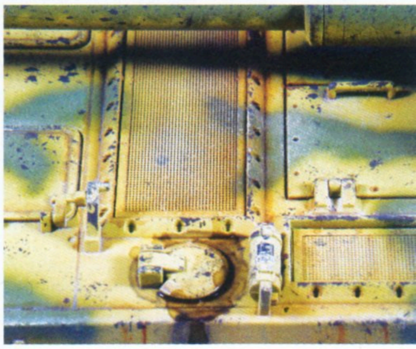


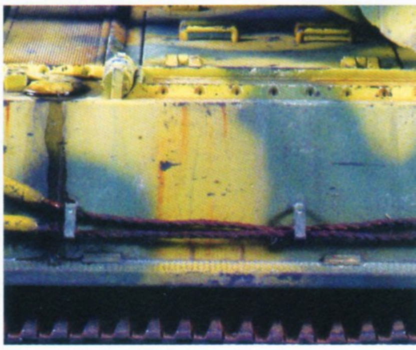


ABOVE: Tools, tow cables painted and fitted plus misted Tamiya Flat Earth.









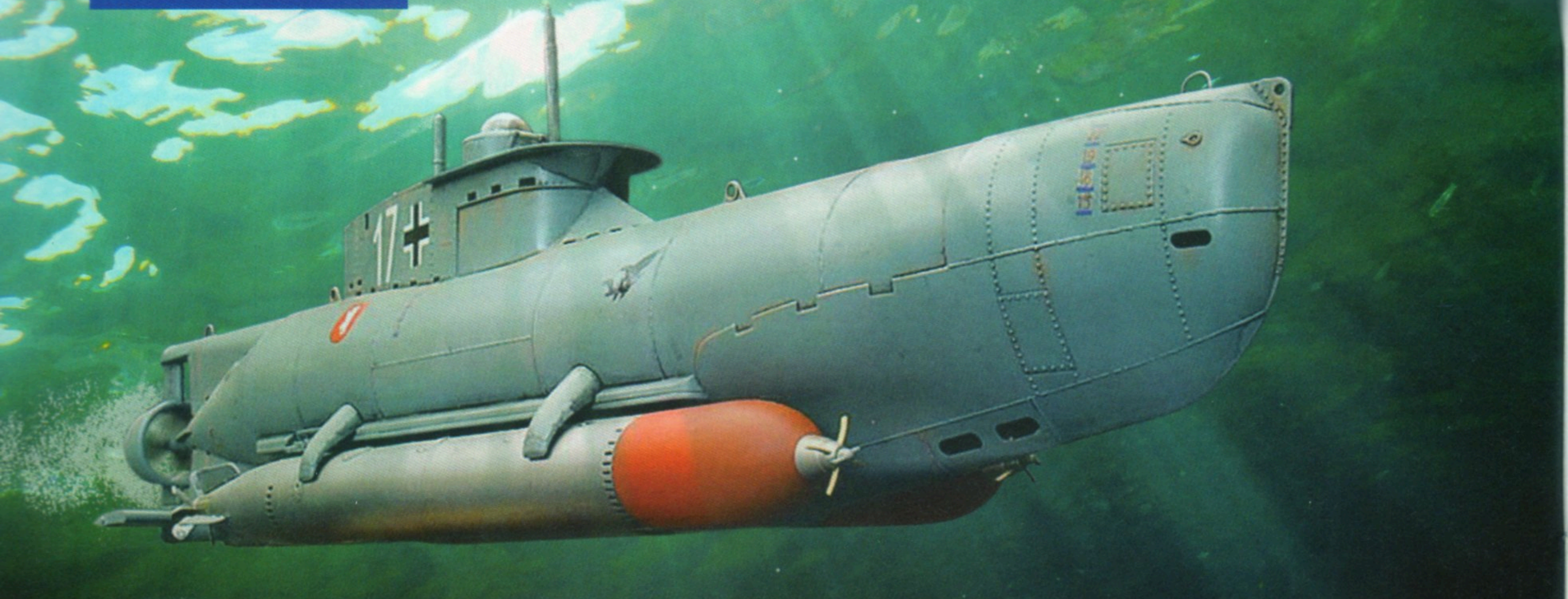
ABOVE: Views of the author's completed model.

Gulf Armour XA1813 and then a coat of Winsor & Newton Raw Umber oil paint was added and put aside for a couple of hours. Leaving the oil paint to sit helps to stain the underlying paint and, with a flat brush, I began to remove the oils taking care not remove all of the paint, but just enough to leave a wood grain effect. To ensure the paint was not smudged onto the surface of the model I slipped a Post-it note under the tool I was working on. The tow cables were then painted with Mig Dark Rust oil paint and then an application of Mig's Track Brown pigment P414 was scrubbed onto them these were then threaded through the mounts and fixed into place.

For the finishing touches I thinned some Tamiya Desert Yellow XF-54 with some Isopropanol alcohol, about 20/80, and misted this onto the running gear and lower parts of the hull. I then repeated the same process, this time using Tamiya Flat Earth XF-52. Now the running gear was complete I could add one final touch; using a lead pencil I ran it along the contact points of the track to show the worn metal surface. The last step was to very lightly dry-brush some Winsor & Newton Naples Yellow onto the wheels and add some oil stains with Mig's Oil and Grease stain mixture and that was the build complete.

Conclusion

Despite the flaws in the instructions this kit was a very enjoyable build and the fit of the parts was extremely good. I think this kit is probably better if tackled by a more experienced modeller as a newcomer to the hobby could be caught out with the instructions and missing steps. I would like to say a big thank you to all at **military modelling.com** for following along with the build and helping me out with a few questions along the way. MM



Das Zwerg Unterseeboot

Gary Radford takes a break from his more usual AFV and aviation subjects to model Bronco's 1:35 scale *Seehund* Midget Submarine.

GERMAN SEEHUND XXVIIB/B5 MIDGET SUBMARINE
二战德军“海豹”XXVIIB/B5 微型潜艇
CB35053 1/35
BRONCO
Bronco Models
CAUTION:

The dramatic Bronco box art.

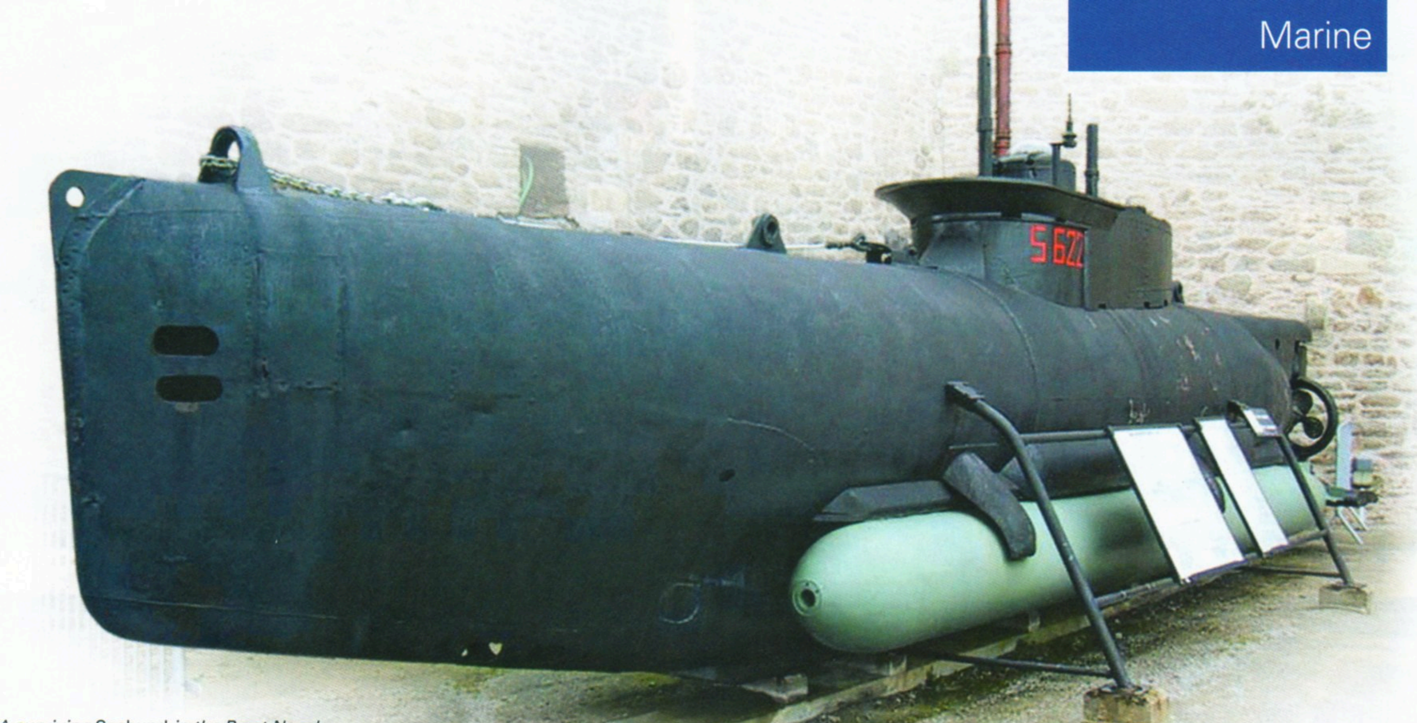
The German Navy's Type XXVIIB could carry two G7e torpedoes and had diesel/electric propulsion. It had a small raised platform amidships with the air intake mast, magnetic compass, periscope, and a clear dome which could survive to a depth of 148 feet. The submarine's fixed 33ft periscope incorporated lenses which allowed the commander to check the sky above for aircraft before surfacing. A 22hp diesel engine was fitted for surface use and was estimated to give a surfaced speed of 5.5 knots with a 25hp electric motor providing a submerged speed of 6.9 knots.

A contract for the construction of the final Type XXVIIB5, better-known as the *Seehund* (Seal) or Type 127, was placed on 30th July 1944. Enthusiasm for the submarine was so high that most of the contracts and hull numbers were allocated even before the design was completed. A total of 285 *Seehund's* were constructed and allocated numbers in the range U-5501 to U-6442. From the Allied point of view the *Seehund's* small size made it almost impossible for Asdic to get a return from her hull, while her very quiet slow speed running made her almost immune to detection by hydrophone. As Admiral Sir Charles Little, Commander-in-Chief, Portsmouth put it, *"Fortunately for us these damn things arrived too late in the war to do any damage"*.

Seehunds operated mainly around the German coast and in the English Channel and could attack on the surface in turbulent weather, but had to be almost stationary for submerged attacks. From January to April 1945 *Seehunds* performed 142 sorties during which they sank eight ships for a total of 17,301 tons and damaged three for a total of 18,384 tons; 35 *Seehund's* were lost in action.

The last *Seehund* sorties took place on 28th April and 2nd May 1945 when two special missions were performed to resupply the cut off German base at Dunkirk with rations, the boats carrying special food containers (nicknamed 'butter torpedoes') instead of torpedoes, and on the return voyage using the containers to carry mail from the Dunkirk garrison.

The French Navy received four units as war damage and commissioned them as S 621, S 622, S 623 and S624. They were used until August 1953 and S 622 is preserved and on display at Brest Naval Museum. The U-5075 is on display at the United States Naval Shipbuilding Museum part of the Massachusetts Military Research Centre in Quincy Massachusetts.



A surviving Seehund *in the Brest Naval Museum, France. The French used captured* Seehunds *up until 1953.*

The kit

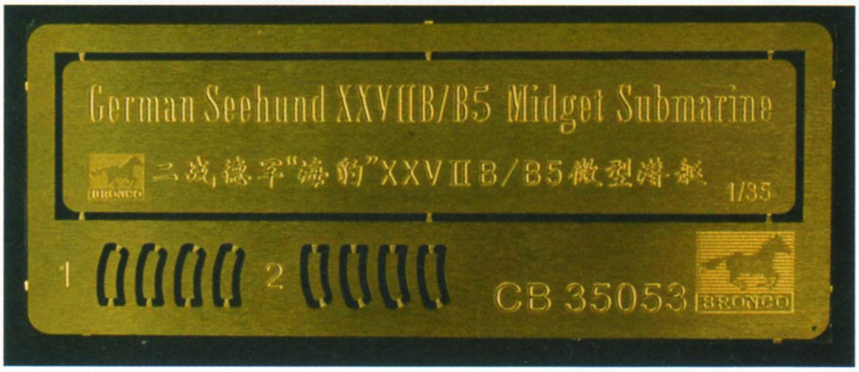
Bronco's *Seehund* comes moulded on four sprues in the usual grey plastic that we associate with today's kits. In addition, a base moulded in black plastic and a very nice brass nameplate are also included. The nameplate can be found on a small photo-etched sheet along with eight propeller blades. A decal sheet is provided which has markings for four vessels, some of which are quite colourful. To help you choose which vessel you want to build Bronco provide a very nice double-sided colour chart. The instructions come printed on an eight page A4 size glossy booklet which is very easy to understand. There is also one item moulded in clear plastic, and this is the dome that sits atop the conning tower.

Having looked over the kit I could see no flash at all and very few seam lines. Luckily any injection knock out pin marks are all hidden from view when the kit is assembled. The hull surface has a very fine texture moulded on it that, from past experience, will take paint very well. Overall the *Seehund* looks a very nice kit of an unusual subject.

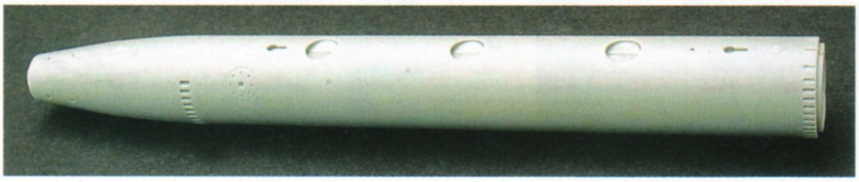
Building the *Seehund*

Construction commences with the assembly of the two torpedoes. The two halves of the main bodies were first glued together and then left to dry as their seams needed to be sanded down before any further assembly could be carried out. Incidentally, there are 82 parts that go to make up the *Seehund* and of that total 58 of them are for the two torpedoes!

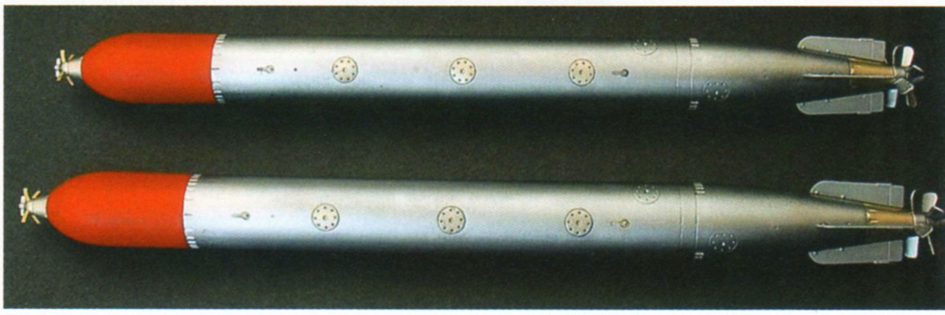
Once the seams had been sanded down the bodies were polished with very fine Micro-Mesh to remove any scratches prior to them being painted. The torpedo heads were painted with Citadel Colours Go Fast Red sprayed through the airbrush and thinned using Tamiya Thinners after first being undercoated using Halford's Grey Primer. The main body was then painted Matt Black again from Halford's, and once dried these were sprayed with Alclad Duraluminium. To add a little interest I chose to paint the fins using Alclad Aluminium. The props and their bosses were picked out in Alclad Chrome while the other small details such as the access hatches were painted in Alclad Pale Burnt Metal. The reason I chose to use this method was I though the components that make up the torpedo would not all be made of the same material, much in the same way of natural metal aircraft.


German Seehund XXVIIB/B5 Midget Submarine
BRONCO
二战德军"海豹"XXVⅡB/B5微型潜艇
1/35
1
2
CB 35053
BRONCO

The very smart nameplate which can be found on the photo-etched sheet along with the torpedo propeller blades.



The two halves of the torpedo having been joined together. These were cleaned up and eventually rubbed down with very fine Micro Mesh to remove any scratches. This is a must if you are using Alclad paints as any blemishes on the plastic will show.



The two finished G7e Torpedoes; note the variation in colour of the metals used on the body.

With the torpedoes complete construction can now start on the main hull. Two versions can be built, a XXVIIB5 which has a normal prop and rudder, or a XXVIIB which is fitted with a Kort Nozzle. You have to decide which version you are going to build at the beginning as the normal rudder and the Kort

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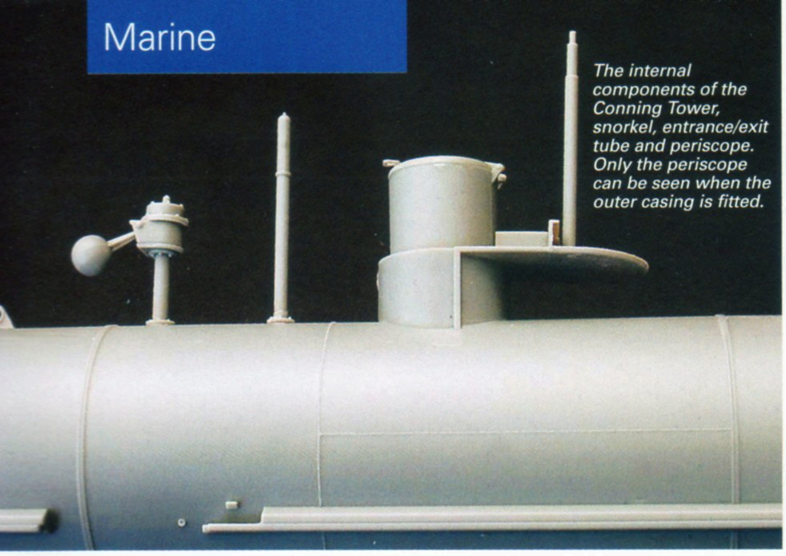
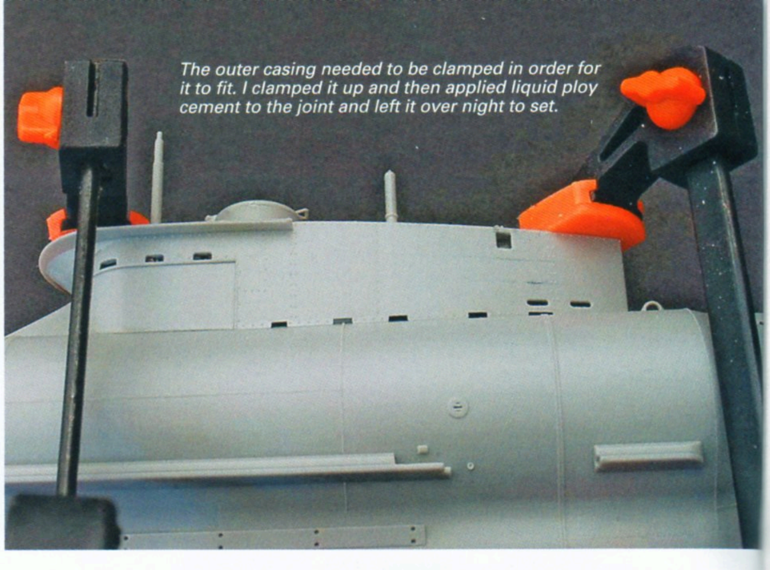
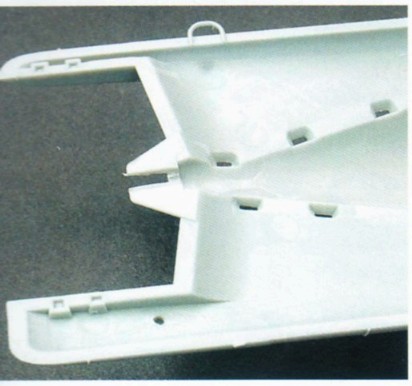


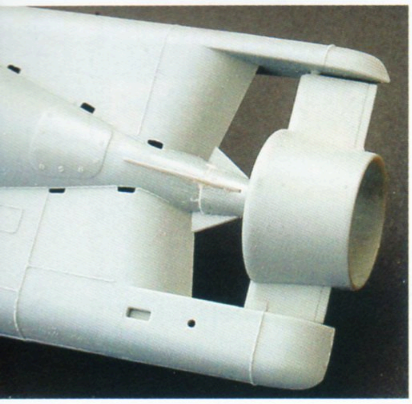
The internal components of the Conning Tower, snorkel, entrance/exit tube and periscope. Only the periscope can be seen when the outer casing is fitted.



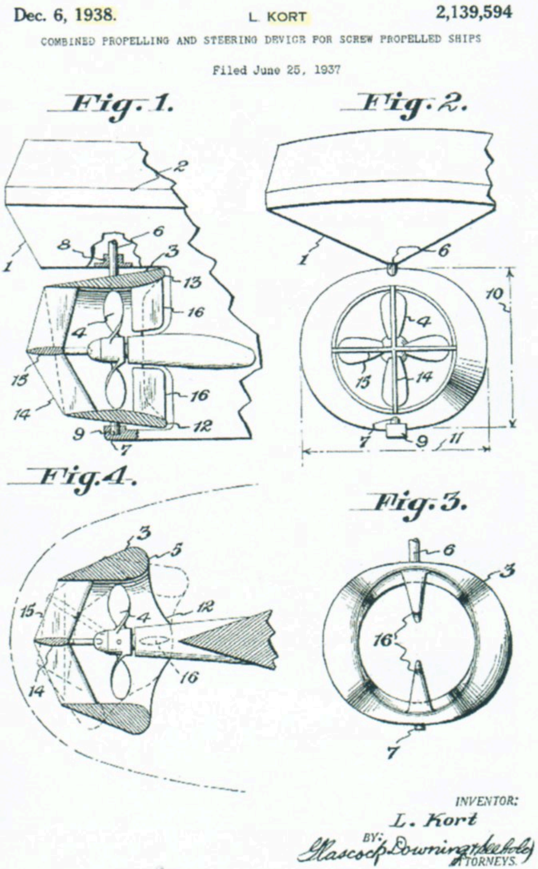
The outer casing needed to be clamped in order for it to fit. I clamped it up and then applied liquid ploy cement to the joint and left it over night to set.



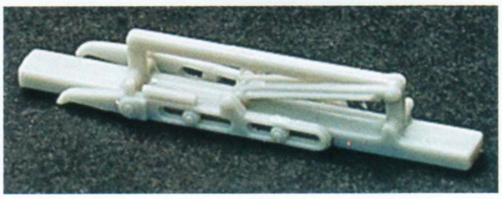
The holes that need opening up to fit the normal rudder for the XXVIIB5 craft and the Kort fitted XXVIIB. The plastic here is very thick so take care when removing it.



The nozzle fitted, a small amount of filler was needed around the joint where the prop shaft joins to the main body of the hull.



ABOVE: A diagram showing how the Kort Nozzle works.



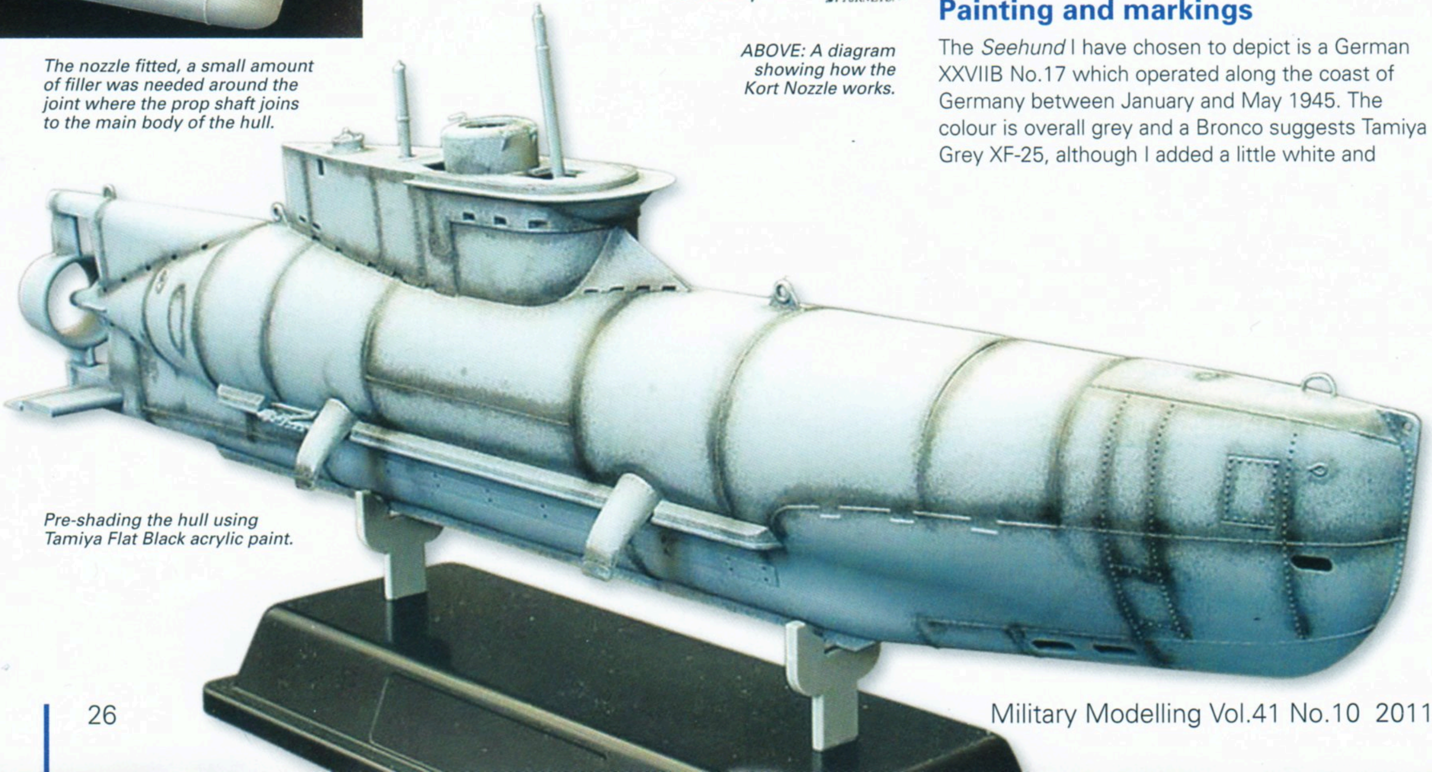
The torpedo release mechanism, two of these are needed, one either side of the hull.

fit in different places and the holes need opening up. Take care when removing the plastic from these holes as it is very thick. Also, if you are building the B5 version you will need to open up two holes in the side of each hull half to fit the extra fuel tanks. For those of you that are not familiar with nautical terms I have included an illustration of what a Kort Nozzle looks like.

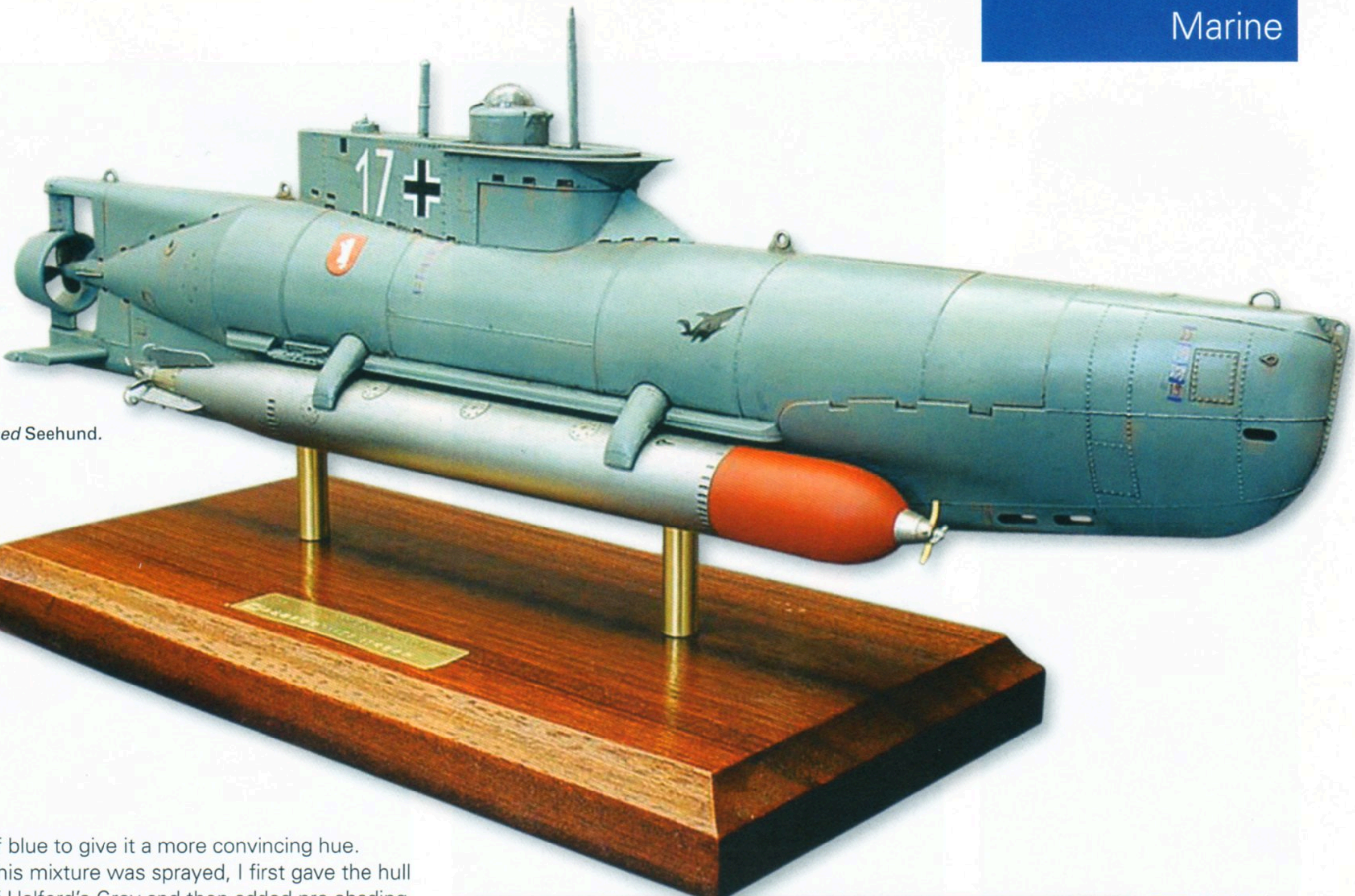
Once the two halves of the hull were joined the various items, such as the periscopes and snorkels, can be then fitted to the upper hull. Most of these are hidden from view once the conning tower outer casing is fixed into position. The tower casing itself was not a very good fit, so to get round this issue I clamped it in place and ran Humbrol Liquid Poly cement around the joint and left it overnight to set. When dry the four support arms for the torpedoes were fitted to the hull along with the release mechanism. Once these items are fitted it is time to start the painting stage.

Painting and markings

The *Seehund* I have chosen to depict is a German XXVIIB No.17 which operated along the coast of Germany between January and May 1945. The colour is overall grey and a Bronco suggests Tamiya Grey XF-25, although I added a little white and



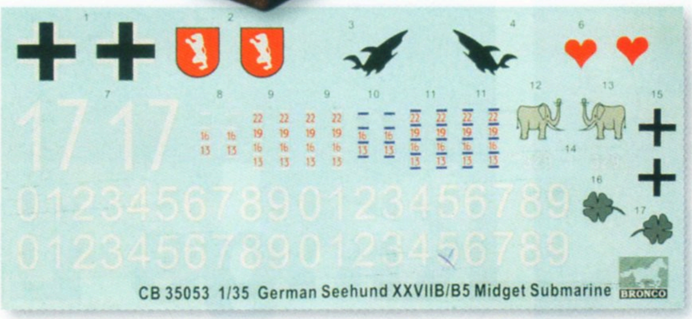
Pre-shading the hull using Tamiya Flat Black acrylic paint.



The finished Seehund.

a spot of blue to give it a more convincing hue. Before this mixture was sprayed, I first gave the hull a coat of Halford's Grey and then added pre-shading to the various panel lines using Tamiya Flat Black XF-1. Once the topcoat had been added I sprayed on a couple of thin coats of Johnson's Klear and, when dry, the decals were applied. A second coat of Klear was applied to seal the decals followed by a coat of satin varnish. The hull was then weathered using various oil paints and powders.

To finish I drilled a couple of holes in the bottom of the hull and inserted two lengths of brass tubing and mounted the *Seehund* on a wooden plinth along with the supplied nameplate.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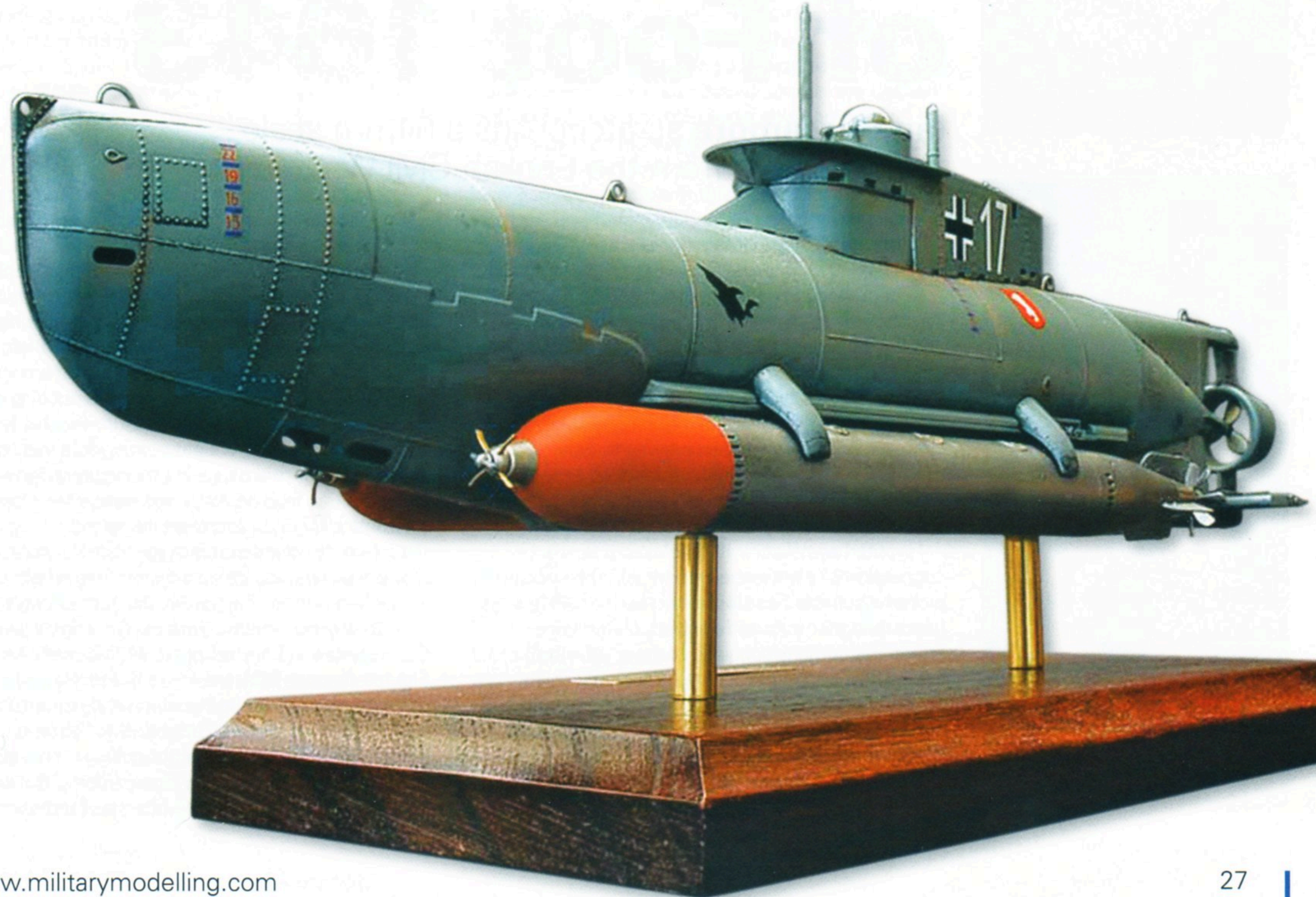
CB 35053 1/35 German Seehund XXVIIB/B5 Midget Submarine
BRONCO

Bronco's decal sheet has a choice of four schemes.



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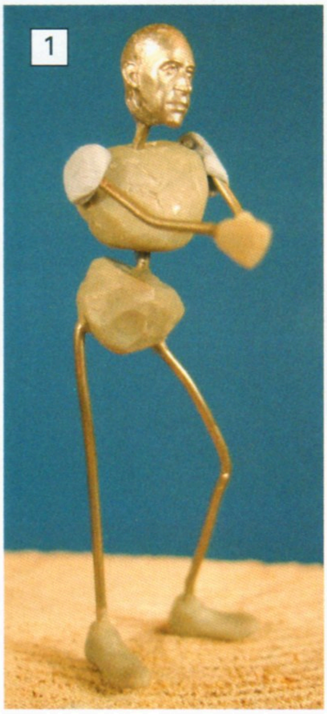
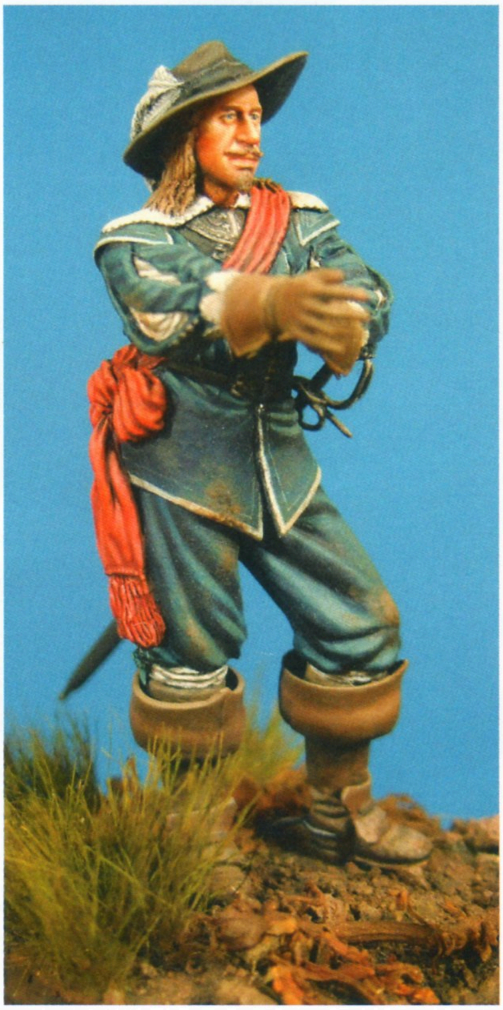
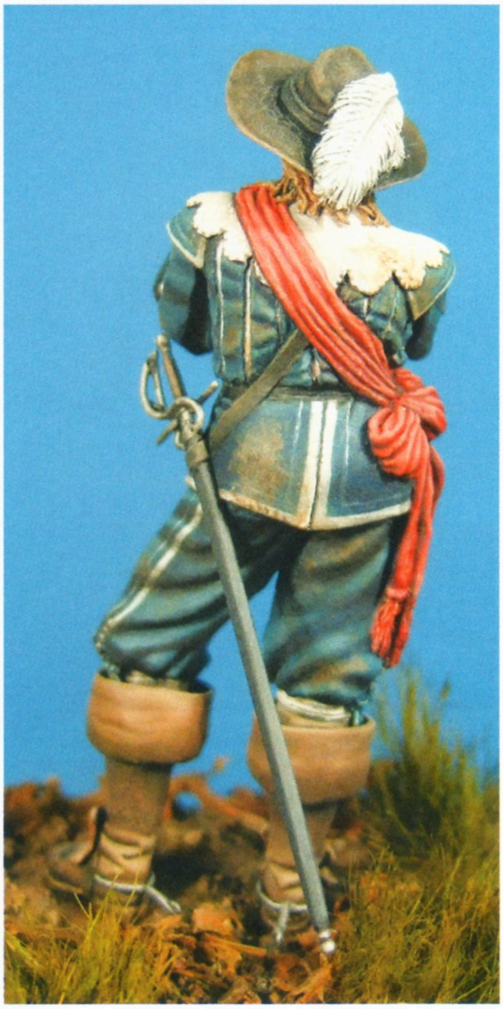






Kings Lifeguard of Foot 1643

Ian Succamore scratchbuilds a 54mm scale Officer figure from the English Civil War.

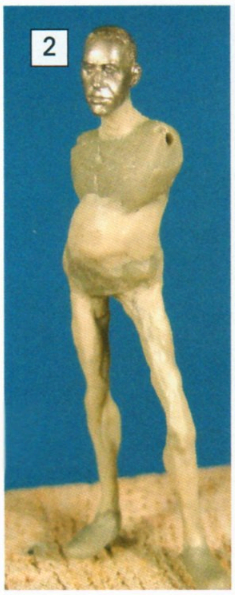
> *I always have a hobby knife available to create sharp details.*

The conception of this figure was when I gained an interest in the English Civil War. I purchased an Osprey book titled *Soldiers of the English Civil War (1) Infantry* by Keith Roberts, and in this book was an excellent illustration of an Officer of the Kings Lifeguard of foot 1643, by the late Angus McBride. Gentlemen Officers of the Kings army were entitled to wear their civilian clothing and the usual practice was to wear a red sash of the Kings service. Duly inspired I considered the pose I would like this well dressed gentleman of the Kings Army to adopt.

I wanted an officer with a relaxed pose and a suggestion of plenty of experience in the field. I picked a suitable head from my stash of old Hornet heads and then proceeded to attach the wire armatures in the recognised manner (**Photo 1**). I use either copper fuse wire for its malleability, or paper clip wire for rigidity. The main blocks are lumps of plastic that were once Airfix Multipose parts. All detail is removed so that only the basic shape is left. It does not matter how scruffy this looks as it will all be covered with putty eventually.

Stance

To express the officer's desired attitude I had him standing heavily on his right leg with his pelvis tilted accordingly to the opposite side. This meant his right shoulder needed to be lower than the left. In this pose the whole pelvis is often tilted forwards making a deep hollow in the back and pushing out his belly. I was also careful to ensure that his head was directly over his weight bearing foot with his chin pocking forwards, giving the figure a sense of balance. As a relaxed, balanced stance are often the most difficult to achieve I did spend a long time with the pliers at this stage to make sure that the pose was right, as it is too late when he is 'fleshed out' to change this *(for more details on how to achieve a relaxed stance for a figure see* Contrapposto – Stance Control *in this year's* Model Figures Special, **MM** *Vol.41 No.8, Ed)*. Having bent the wire into the desired position and super-glued it all in place I turned my attention to the arms. I wanted my officer in the act of pulling on his gloves. I cannot recall seeing many figures doing this so I decided to give it a go. We often go for dynamic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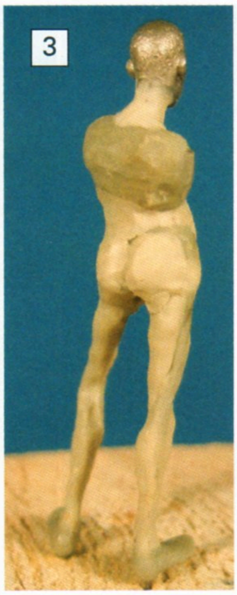
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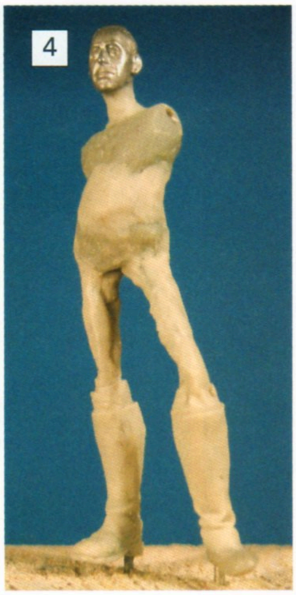
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poses, forgetting that the majority of a soldier's life involves walking through fields from one place to another. I only secured the shoulder with Blu-Tack at this stage as I wished to remove his arms to allow better access for sculpting the rest of the figure. So, after bending the wire into position and super-gluing the hands (minus digits), I removed the arms and set them aside for later.

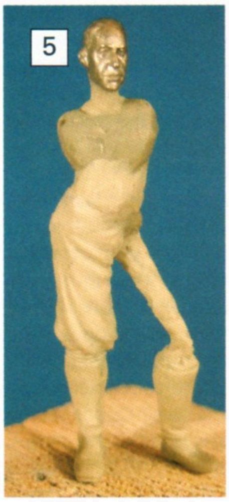
Fleshing out

This was achieved with Magic Sculp (MS). I loosely defined some muscle bulk, adding a bit more of a belly and enhancing the size of his buttocks to make it easier to replicate the folds of his clothes (**Photos 2 & 3**). I try to keep the legs pretty skinny to allow myself some leeway when sculpting the depth in the folds of the trousers. At this point I decided to deal with the only issue I have with Hornet heads. The eyes on the old white metal castings have indentations in them to suggest pupils. Having them there is totally unnecessary and a little bit annoying to fill in, not to mention fiddly. They are however still the best faces available in my opinion.

Clothing

My attention now turned to sculpting the clothing (**Photo 4**). Out came the rubber tipped paint pushers and the frayed and decaying old paintbrush I dip in water. These are my main tools to push the putty around with although I always have a hobby knife available to create sharp details. I like to begin from the feet and work my way up. This does require some forward planning with regards to what will be draping over the items of clothing already sculpted. I do find this easier than trying to tuck pieces of putty under what has previously been sculpted. I also reckon that if it is going to be covered up, then you can always carve it off at a later date. The tops of the boots were left off until later as I was intending to do these from rolled out MS, which is pretty fragile, and I did not want any accidents from clumsy fingers.

When the boots were dry I moved on to the trousers (**Photos 5 & 6**). These are fairly loose and baggy so deep folds were created from the anchor point at the right hip. The left leg was completed with the folds originating from the groin and buttock, and also from the anchor point at the bent knee. At this point an off cut of soft, half cured MS was rolled out onto a sheet of plastic card with a handle of a hobby knife and lots of talc. This needs to be lifted and turned over and re-rolled regularly until it becomes paper-thin. The shape of the coat tails was then cut out using a pre-prepared template made of paper. This was then draped in the desired fashion over the hips by adding a tiny amount of super glue for initial adhesion using a pin, with more super glue being added as necessary. The sword was also taking shape at this point. Plastic card filed to shape and fuse wire bent to shape were super-glued together then temporarily pushed into the wet putty at the hip.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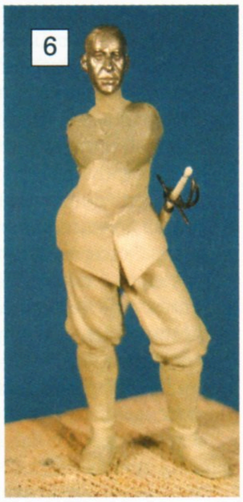
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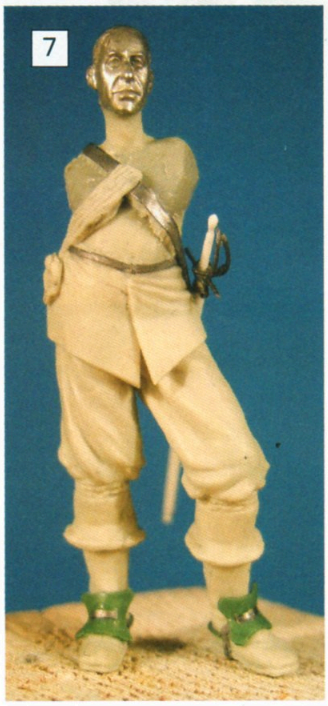
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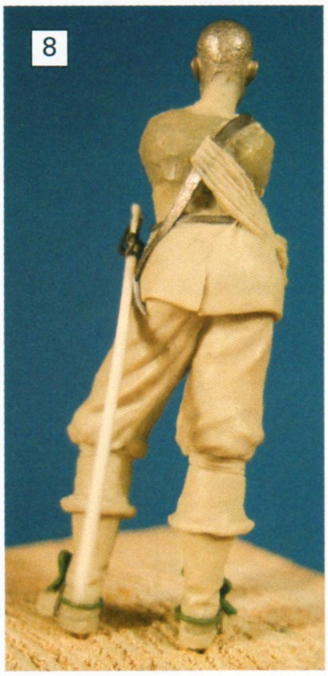
During the process of sculpting I often alter what I have done previously, either with a hobby knife or with an appropriately shaped file. This is to smooth or change any of the folds to hopefully improve the finish. The boots and the trousers underwent a lot of scraping and filing to gain the finish I desired. If you over do it you can always add more putty on again.

The fronts of the spurs were made from rolled out Duro cut to shape (**Photo 7**). The straps of the spurs were cut from lead foil, and the rear of the spurs was made from a thin sausage of Duro (**Photo 8**). I left off the business end of the spurs until the figure was completely painted to prevent my clumsy fingers breaking them off. The belt and cross belt were cut from lead foil and perched on top a sausage of MS at the desired distance away from the chest and waist. This allowed me to sculpt the rents in the coat and still allow for folds and undergarments to be suggested. I did put the waist belt a little too high however, but this only made the distance between his belt and his bottom look a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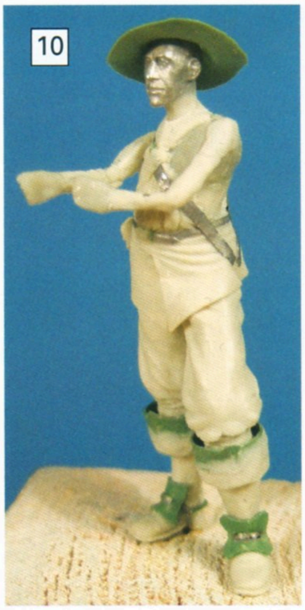
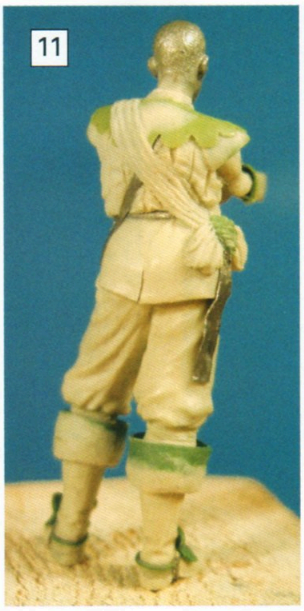
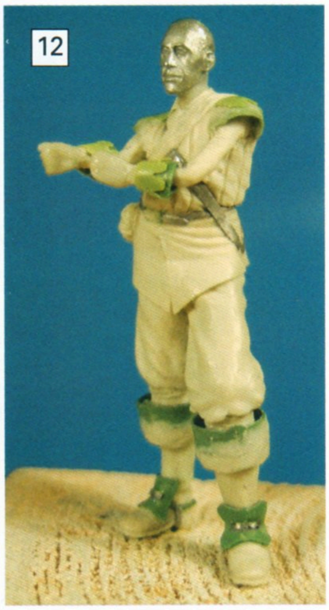
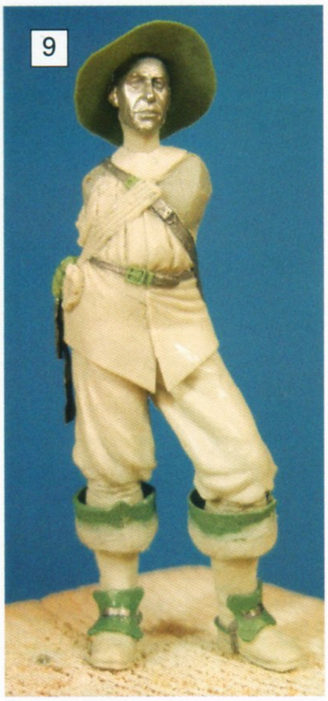








little too long and could easily be explained away by a wardrobe malfunction. The sash was started with MS and work on the boot tops have begun with a sausage of MS smoothed down at the top and turned up at the bottom.

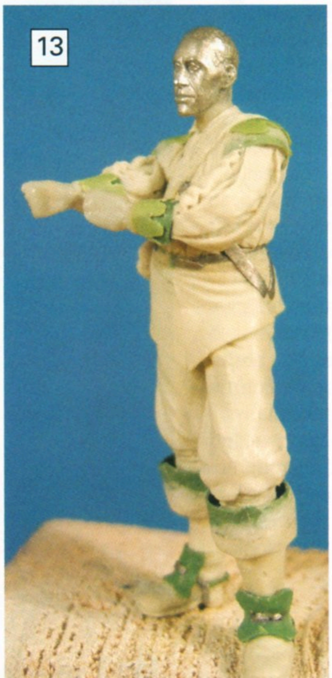
I changed my mind and used Duro to sculpt the boot tops due to its malleability when handled (**Photo 9**). It would not snap like MS. So after some rolled out Duro had cured I cut it to shape and with a tiny swipe of super glue I stuck in place on the boot tops. MS was then used to fill the gaps and round the bottoms to suggest the folded down tops of the boots. The beginnings of the coat, the gorget, finishing off the tails of the coat and adding more to the sashes knot were also sculpted. Lead foil was used as the basis of the ends of the sash dangling at his side.

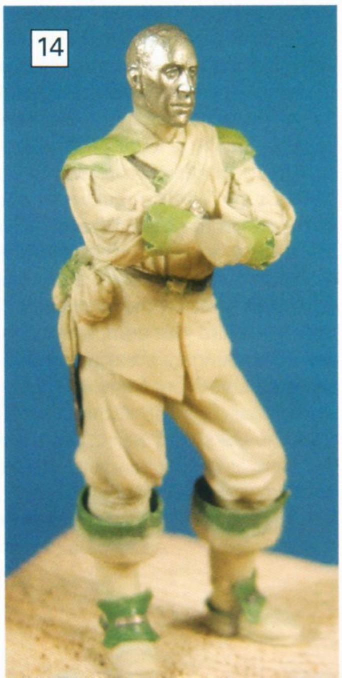
When sculpting smaller details I prefer a putty that is a fine grain that can hold the detail (like Duro) but is also soft enough so that it does not require too much pressure to add detail or smooth out mistakes (like MS). I have not used a putty that achieves both these things. So as an experiment I mixed the two putties together and used this for the buckles. It worked. And as a bonus I used what was left over to roll out for the hat brim. While this was wet I cut it to an approximate shape and fashioned it over the figures head without sticking it down. I was not entirely happy with the shape, but I had a theory. So when it was dry I put the theory into practice and got out the files. The benefits of trial and error worked as I discovered that my mixture was responsive to the file. The Duro in the mix also allowed some bend which prevented any accidental breakages. No more will I have to cut and trim wet or dry rolled out putty to the right shape. In the future I will just use this mix, cut an approximate shape, let it dry, and then file away the excess to gain a smooth edge.

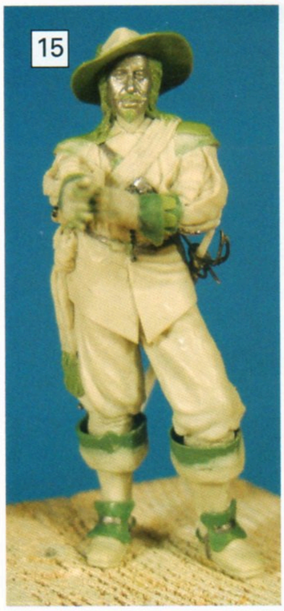
As I needed to sculpt the upper part of the coat and shoulders next I could not delay re-attaching the arms any longer (**Photos 10 & 11**). With these glued into position and fleshed out with MS I began the sculpting of the upper portion of his trunk. This included the lace collar which was again achieved using my MS and Duro 50:50 mix. This was rolled out and the trefoils roughly fashioned into pyramids. This was left to dry on the figure but not glued in place. I could then remove it and file it to the desired shape. This was not so easy and at my third attempt I finally got it right. The collar was glued on and any imperfections were then smoothed over with MS. The epaulettes were made in a very similar, if less complicated way.

Cuffs and sash

The cuffs on the arms were begun using previously rolled out and cured Duro. The lace at the wrists was completed using the same method as the lace at the collar - only two attempts this time! (**Photo 12**). Only then did I add in the sleeves. This was probably the most challenging part of the sculpt. How to get the cleats in the material looking like draped cloth? Would I use putty wet or roll it out and then cut it when dry? Maybe I could use lead foil cut into strips laid out over the already sculpted shirt? I chose to follow my impatient streak and do it all in one hit. I could always carve it off if it looked wrong. The cleats were realised with my hobby knife and the folds of the undershirt were then sculpted with a pin through the gap I had created. After my first attempt I did not believe the sleeves looked baggy enough, so I added more putty and re-rendered, and this seemed to work (**Photo 13**). Unfortunately this caused a minor problem with the apparent versus real length of his arms. In the fleshed out picture (**Photo 10**) the arm is obviously bent at the elbow and looks in proportion. The clothed shot (**Photo 14**) sees the build up of the clothes masking the bend at the elbow. To change this would mean sawing off his arm, and as the arms are anatomically correct, I left it alone.



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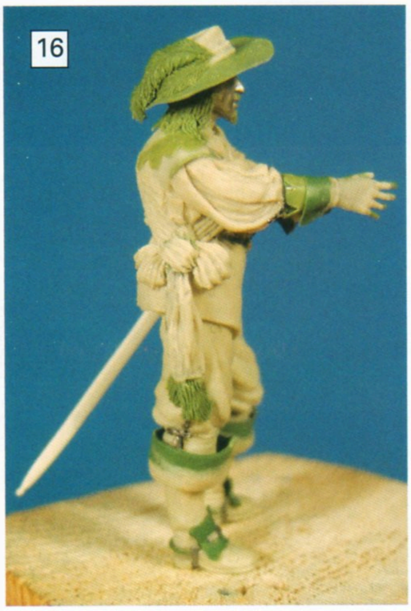
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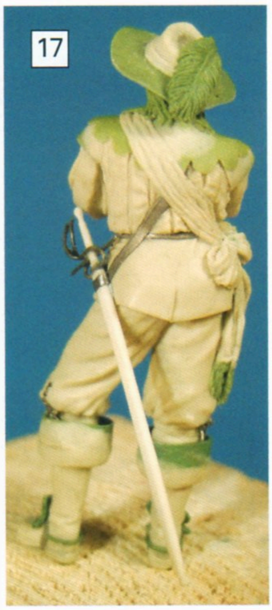
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Work on the sash was continuous through the latter stages of the sculpt (**Photos 15, 16, 17 & 18**). I began with lead foil for the ends, but finished with putty which I felt created more natural folds. The hat was then glued on and the top of it sculpted. A couple of feathers on the hat, moustache, beard and hair were added from the Duro/MS mix.

Next were the buttons on the trousers, cuffs and coat. These were created with lead foil using a punch and die set. Lead foil was also used for the bows on the trousers.

Fingers

The final task of the main sculpt were the fingers and I really despise sculpting these! Hands resembling bunches of bananas, or a row of sausages, are certainly best avoided! To achieve a decent effect I like to sculpt each finger individually. Fortunately on his left hand most of the fingers were hidden behind the wrist section of his glove. This section was added from rolled out and cured Duro with the fingers added from Duro/MS. The rest of the hand was then sculpted over this with MS and the edges smoothed down. The right hands fingers were individually added with thin sausages of Duro glued on at approximately the right angles. These were then fleshed out and the knuckles added with MS.

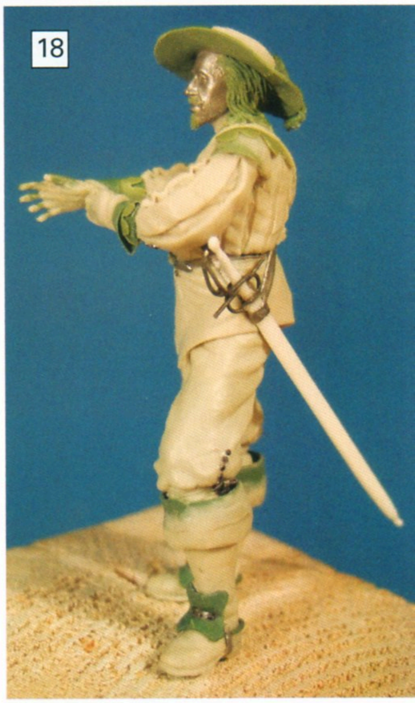
Painting

I always begin with the face. Less than a year ago I was using Humbrol enamels. I was frustrated by the lack of control the enamels gave me, plus the lingering smell. A change was needed and the less toxic acrylics seemed to be in fashion at the moment, so that's the medium I chose. I used the Flesh Paint Set from LifeColor for the face. I use this set for no other reason than that was what was available at my local art store. After the base had dried I filled in the whites of the eyes with the second highlight. I was careful not to go over the eye boundaries, but have found that with these acrylic paints it is easy to correct any errors by just getting out the previous colour and painting over it again. When the whites of the eyes were dry I then added the irises with Andrea Prussian Blue and Napoleonic Blue. A small catch light was added using Vallejo Off White. I then added a thin line on the upper eyelid using Vallejo Burnt Umber.

Continuing with the Flesh Paint Set I painted on the first highlight, followed by a wash of the second base onto the areas of shadow. The first highlight was also used to add fine lines to the forehead to simulate creases. As acrylics dry very quickly I tend to have a moist paintbrush on standby to attempt to blend any hard edges as they appear (**Photo 19**). The second highlights were next. Another wash of the second base onto the shadow areas was used to darken these further. The first base was then used into these same shadow areas in the same manner. This process was then repeated again using the first shadow, causing these shadow areas to gradually darken. Lastly, shadows were added with the second shadow colour. At this point I tend to re-do the lightest highlights and the darkest shadows to ensure the intensity of these colours. The eyebrows were painted with a mix of LifeColor Black mixed with Andrea Wood, and shaded with straight black. Then a 5 o'clock shadow was added with a wash of the same mix. Lastly I like to add a wash of LifeColor Terracotta to the cheeks, tip of the nose and bottom lip. This brings a small amount of redness to these areas and brings the face to life (**Photo 20**).

The hat was painted with LifeColor Black lightened slightly with Andrea Wood for the base colour (**Photos 21 & 22**). Highlights were with the base plus more Andrea Wood and Vallejo Off White. The bias of this was more to the wood colour to simulate an old hat that has been well worn in through many campaigns. The hatband, on the other hand, was painted with less wood in the highlights to help define the outline. All shadows were achieved with washes of the base with progressively less wood. Black on its own was used for the final shadows.

The feathers in the hat were painted with exactly the same colours as the hat. The base was a 'nicotine stained' white with only a touch of black required. Highlights were realised using the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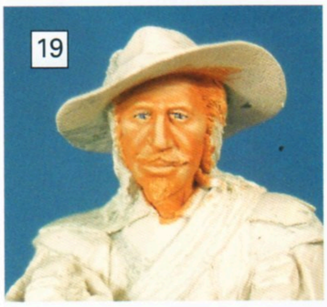
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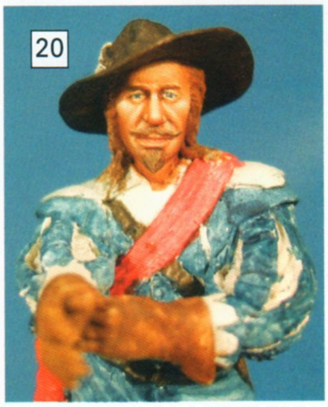
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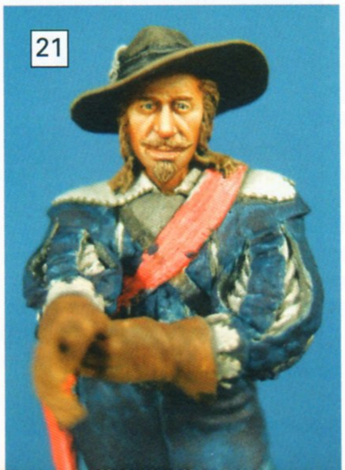
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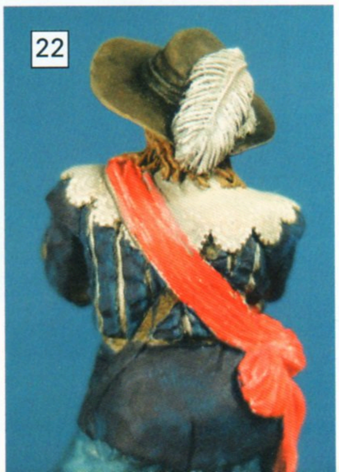
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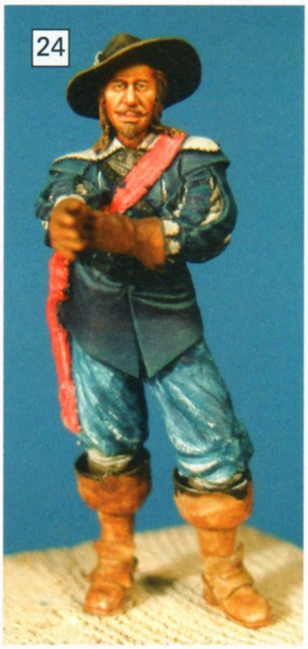
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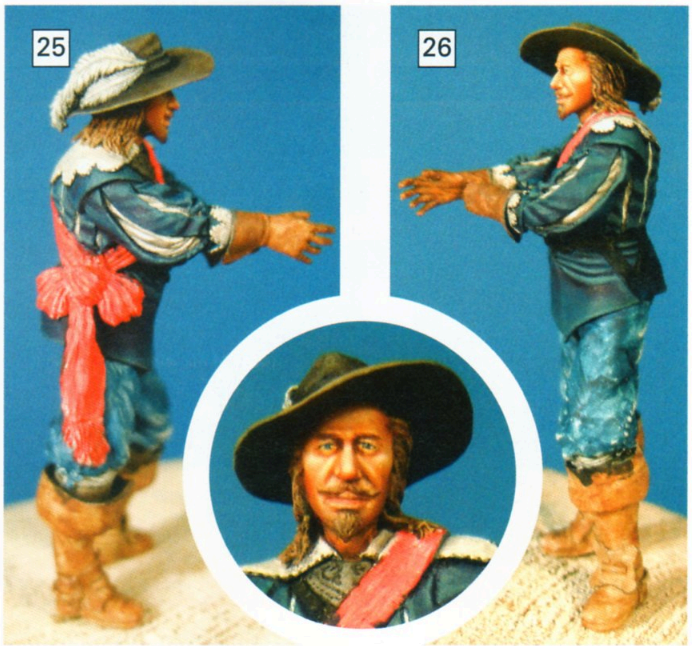
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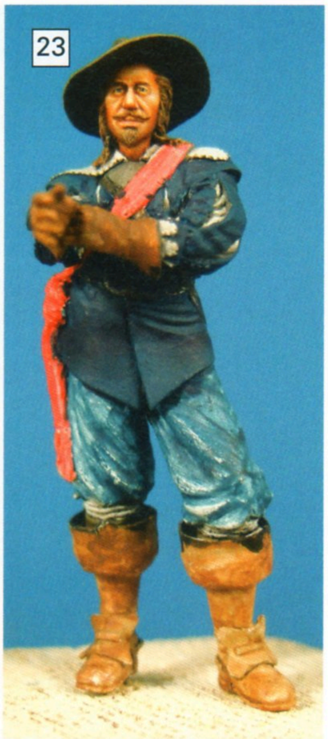
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base colour with progressively less of the Wood and Black until only the Off White remained. The shadows were achieved with the base plus slightly more Black.

Whilst I had the white colours to hand I began on the lace at the collar and cuffs. These were painted using the same colour combinations as the feathers. The highlights and shadows were painted first, followed by the lace pattern using dots of the highlight and shadow colours. The first highlight was used for the pattern on the areas in shadow with only the lightest highlight used on the areas in most light. This was then repeated with the shadow colours starting with lighter areas first, followed by the dots on the shadowed areas using the darker mixes. Using this method the contrast of highlights versus shadows is maintained over the lace areas. Whilst these 'whites' were on the pallet the rest of the shirt and the socks were painted too.

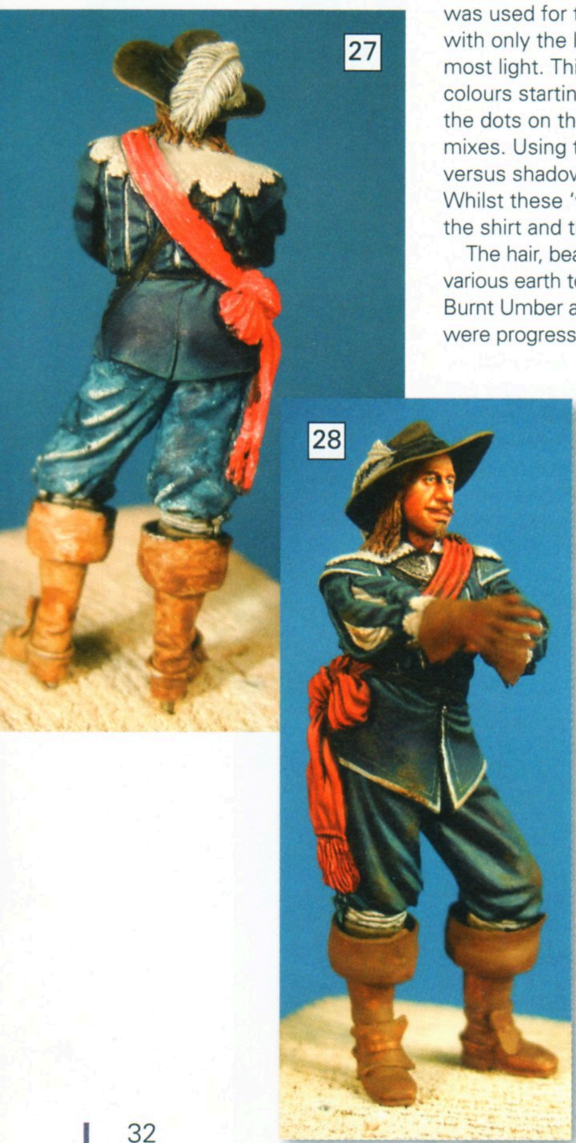
The hair, beard and moustache were painted with various earth tones using Andrea Wood, Vallejo Burnt Umber and Vallejo Medium Grey. These tones were progressively lightened with Off White for the highlights, and darkened with Black for the shadows. Hair is full of a variety of shifting colours, not with blocks of colour, but is difficult to paint without it looking - well, painted! To prevent these blocks of colours forming different tones of these colours were also streaked over the hair. Hair will also lighten in areas next to flesh. One of the mistakes seen on many figures is the solid margin between hair and flesh. I try to blend this line slightly by adding flesh into the hair tones and sometimes by blending this further with a moist paintbrush.

The coat was next and the base colour was mixed with Andrea Prussian Blue, Napoleonic Blue and Wood to reduce the brightness of the blue. This required quite a bit of Wood as the Andrea colours are pretty vibrant. This came out pretty streaky and uneven initially. Most of the base coat would be painted over anyway so I added a few more coats until the colour was almost uniform. First highlights were the base colour with more Napoleonic Blue and Wood (**Photo 23**). Second highlights were just more Napoleonic Blue and Wood to the previous highlight mix. Adding Off White to this mix then created the third highlight.

The first shadow mix was the base plus more Prussian Blue (**Photos 24, 25, 26 & 27**). This was painted on in a wash. Further shadows were created by adding progressively more Black. I then re-touched up the highlights, then the shadows, then the highlights again. I cannot remember how many layers of shadows and highlights I used but it took many attempts to get the coat looking right. And I did not learn a thing from this experience as I had the same problem with the trousers, even though exactly the same mixes were used!

Silver printers ink from the Stormtroopers range mixed with Windsor & Newton Black oil paint was used to undercoat the gorget. This was then shadowed with straight black oil paint, and highlighted with straight silver printers ink. The pattern on the gorget was then painted in with the same paints. In fact all silver areas were painted in this manner.

White piping was painted onto the coat and trousers using the white mixes described before (**Photos 28 & 29**). Then the figure was weathered using different veils (very opaque washes) of earth tones. These effects were then accentuated by painting areas of mud and filth with the same earth tones, shadowing and highlighting these areas at the same time.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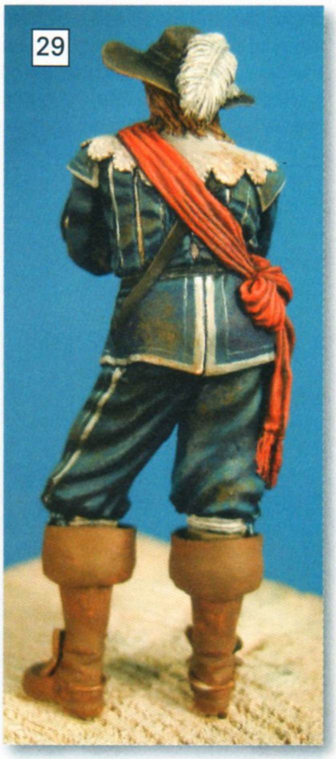
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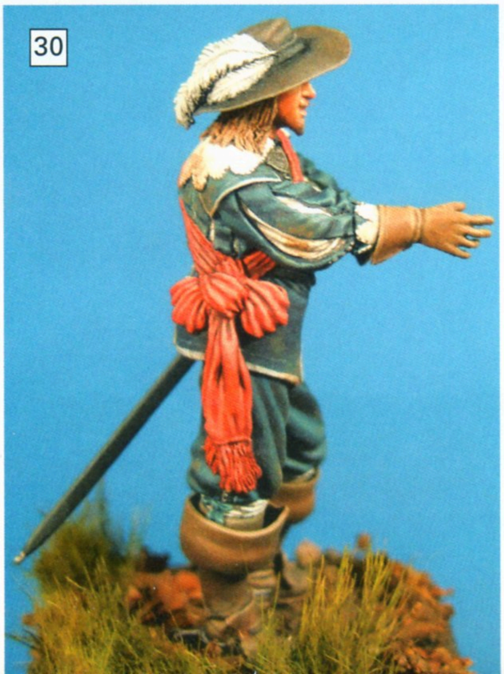
It was at this point I painted the groundwork on the base. The wooden plinth came from my father's workshop and was topped with MS and rendered to represent mud. The earth tones used for weathering the figure were used to paint the groundwork to maintain uniformity. Grass from a matt were stuck into position and painted with various 'greens'. A small root was also added plus some dried basil painted to represent leaf litter. This was then put aside until the rest of the figure was ready. In fact I usually tend to make the base before paint even lands on the figure. This way I can ensure a good fit of the figure onto the base without having to handle the painted figure at a later date, as this can potentially leave greasy marks on the paintwork.

The sash was painted using a base of Andrea Napoleonic Red, LifeColor Terracotta and Andrea Wood to take away the vibrancy of the colour. Highlights were a mix of the base plus progressively more LifeColor Flesh (the first base colour from the flesh set). This gave the sash a more faded and worn look. I originally began with adding orange to create the highlight colour. This made the sash look a nice new colour and was not in keeping with the rest of the figure. The shadows were mixed by adding LifeColor flesh set second shadow and Andrea Dark Red to the base. Then more of the flesh second shadow and LifeColor Black. The final shadow was achieved by adding more black.

The black cross belt, waist belt and scabbard were painted in the same manner as the black hatband using the same mixes.

This just left the boots and gloves (**Photo 30**). These were both painted simultaneously. The base was straight Andrea Wood. Highlights were Wood plus increasing amounts of Vallejo Medium Grey. Shadows were wood mixed with Vallejo Burnt Umber and then progressively more Black. I was careful to ensure a dirty, muddy and scuffed look to the boots as I went along using Burnt Umber, Medium Grey and Black. Used neat helped these earth tones to stand out. Incidentally, the sword's grip was painted using the same tones as the boots and the gloves. The straps for the spurs were painted in neat Burnt Umber, shaded with Burnt Umber and Black, and then highlighted with Burnt Umber and Flesh.

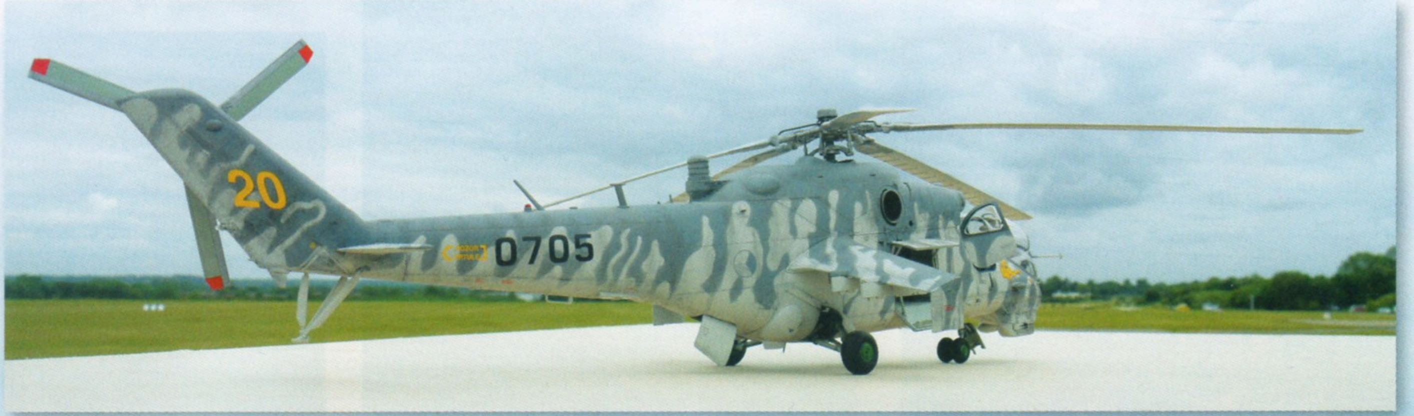
30

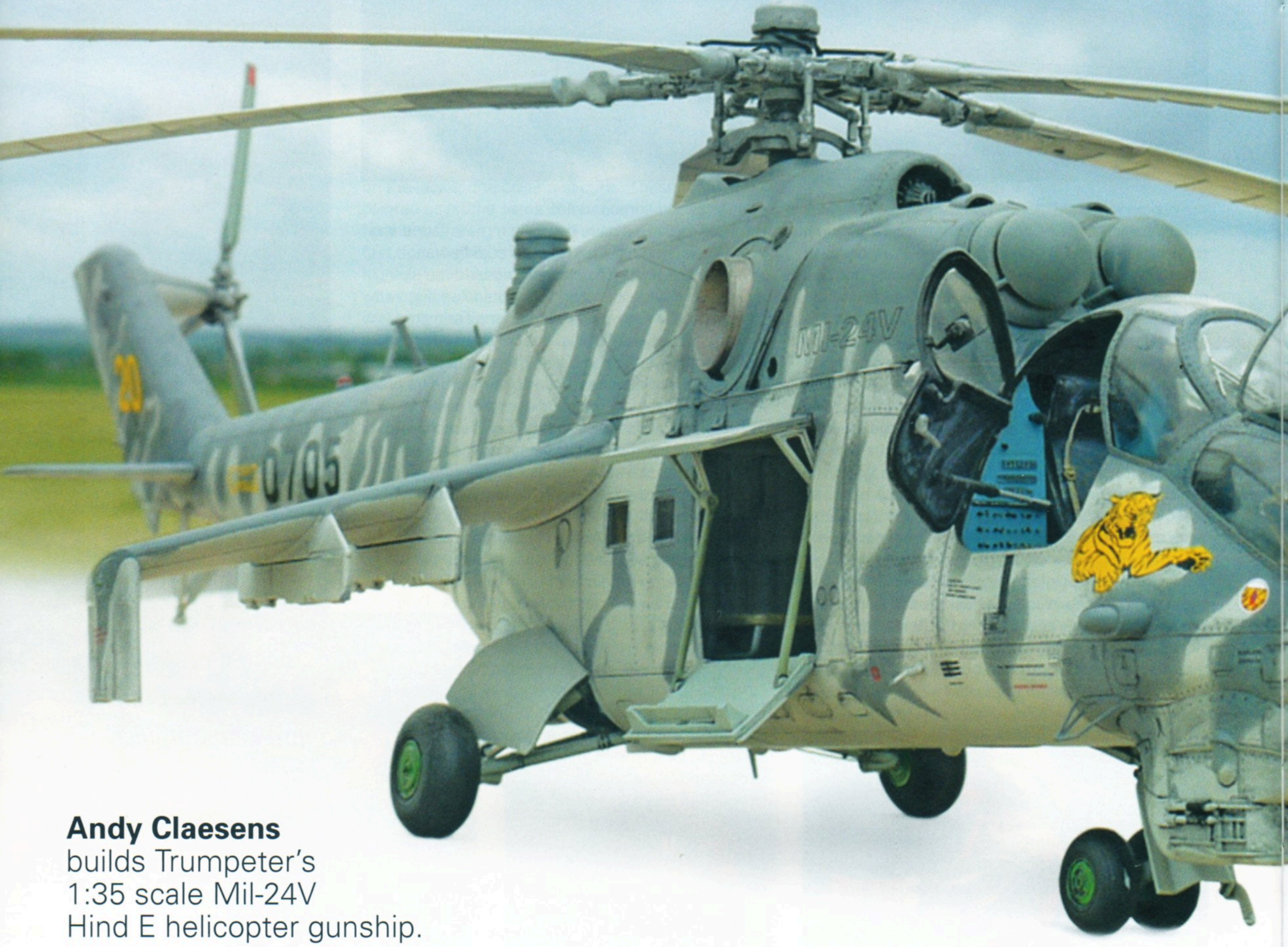


Finishing

Finally, the spurs were attached. These were made from a disc of plastic card created with a punch and die set. A lengthwise cut was made in one end of a miniscule sausage of wet Duro. When dry the disc was inserted and glued, the sausage was cut to the correct length and then glued to the boot. These were painted in the same method as all the other metal parts. A spray of Humbrol Matt Varnish was used to seal the figure. He was then glued to the base, which was followed by a huge sigh of relief and a small glass of something to celebrate. For varying reasons, this project had taken 6-months to complete, so I felt I deserved it! MM

> *He was then glued to the base, which was followed by a huge sigh of relief and a small glass of something to celebrate.*




Mi-24V
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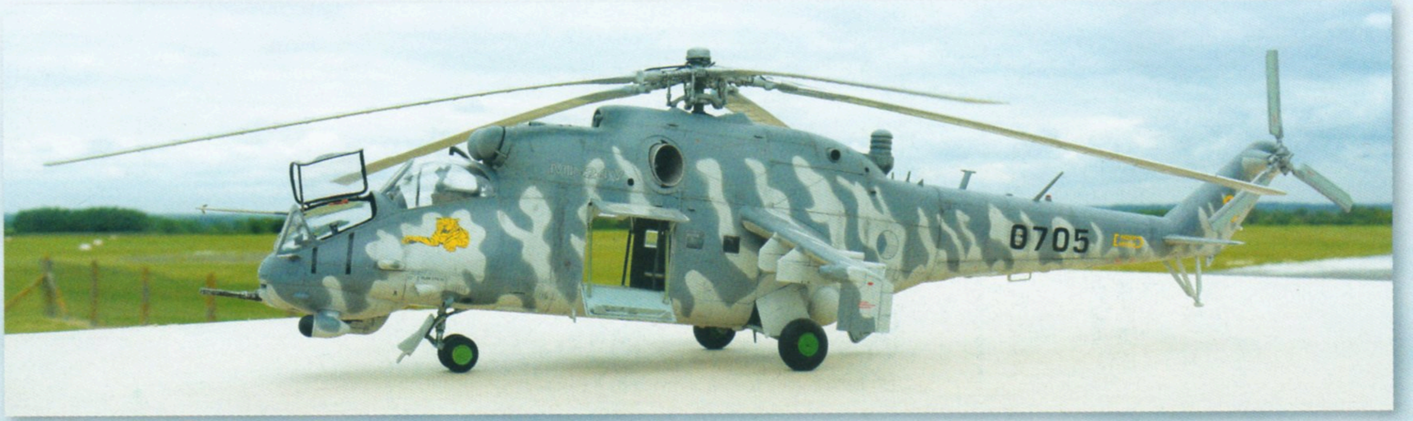
0705

Andy Claesens builds Trumpeter's 1:35 scale Mil-24V Hind E helicopter gunship.

Satan's



Chariot

Beginning in the early 1960s, Soviet acceptance of the importance of battlefield support helicopters was a long, drawn out process. It was the American development of helicopter gunships and attack helicopters, like the AH-1 Cobra, which finally convinced the Soviet military of the need to develop a suitable machine of their own. After proposals were put forward by both Mil and Kamov, Mil got the go ahead for their twin engine design and development began. Acceptance testing began in 1970 with the helicopter being officially accepted into the State Arsenal in 1972.

First operationally used by the Ethiopians against the Somalis in 1977, the Hind, as christened by NATO, went on to become one of the most successful weapon systems employed by the Soviets in Afghanistan during their 10-year involvement. Seen by Soviet command as a flying tank it was known locally by its crews as the

> *It struck fear into the Mujahideen earning it the nickname 'Satan's Chariot'.*

'Crocodile' and the 'Hunchback'. It struck fear into the Mujahideen due to its high resistance to small arms fire and its rapid interventional skills earning it the nickname 'Satan's Chariot'. Tactics were developed to exploit its strengths and minimise its weaknesses. Troops were carried less and less frequently as the war progressed and the crews would carry additional ammunition internally, landing and reloading themselves. Fast, heavily armed and operating in four ship twin pairs, Hinds were at their deadliest operating in a similar way to fighter bombers firing their weapons during high speed diving attacks with a sharp break away manoeuvre at low level.

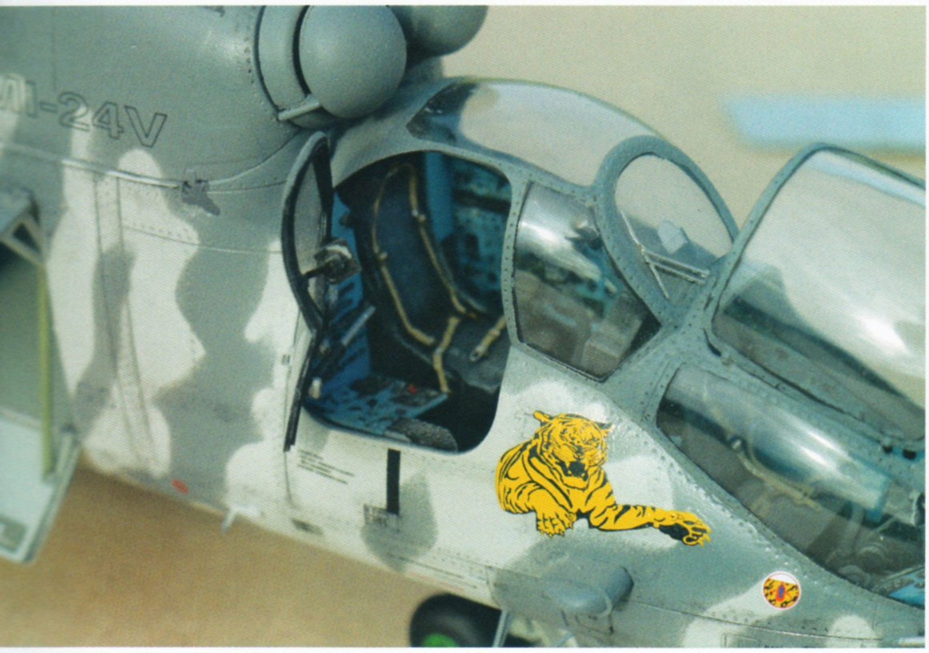
In addition to being used by the Soviets and Warsaw Pact Allies, the sales sheet for the Mi-24 reads almost like an atlas of the world with 66 countries having operated it. More than 2,300 Hinds were built with about 700 going into the export market. It has seen operational action across the globe appearing in numerous 'brush-fire' conflicts wherever the Soviets/Russians have held some influence. Now an ageing beast it has gone through a range of modernization upgrades and even more

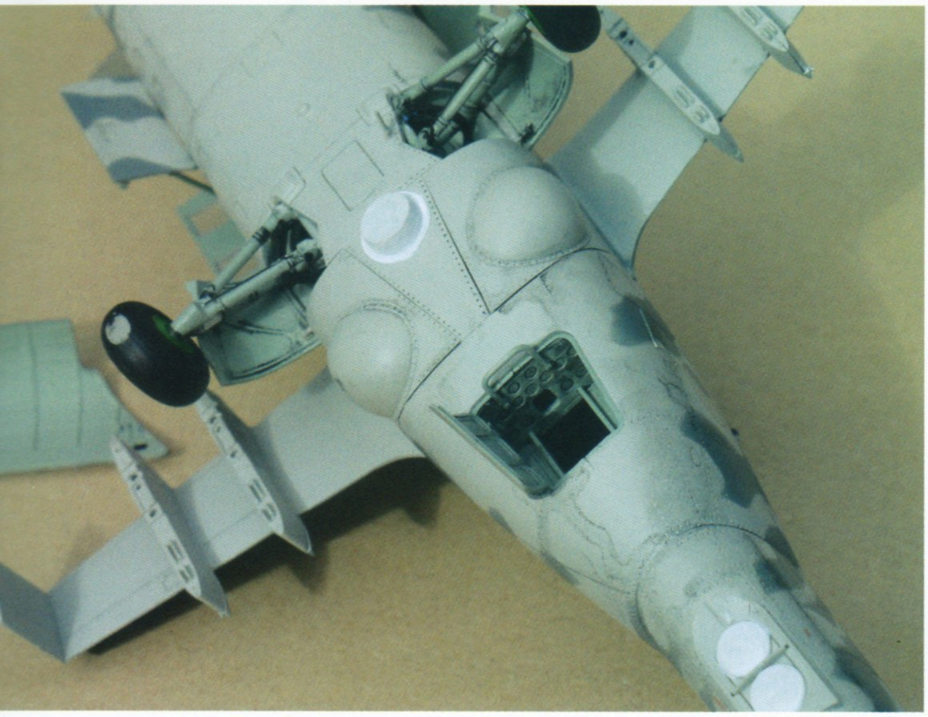
recently modern Mi-35 variants have seen action (on both sides) during the beginning of the Libyan Civil War in early 2011 before the imposition of the no-fly zone. Since then the French have shot down at least two.

The kit

When Trumpeter first announced this kit in late 2003 I made it known domestically that this would be a very welcome addition to the collection. Much to my delight, my daughters presented me with this marvellous beast as an early Father's Day present just prior to me attending my Arms Control Verification Course with the Joint Arms Control Implementation Group (JACIG) at RAF Henlow. A month long course like this would have usually cost me dearly in bar bills so I thought I'd take it away with me to keep me out of mischief. Devoid of distractions I launched into the build with great enthusiasm.

So what do you get? As is typical of Trumpeter when you open their boxes, they are chock full of goodies. Over 450 parts on 12 sprues of their now standard light grey plastic, two transparent





> *All I can say about the fit of the two halves is 'fantastic!'*

sprues and a separately boxed canopy, a small sheet of etched parts, the instrument panels on clear film and a very comprehensive set of decals. One of the first impressions of this is its sheer size; the fuselage measuring 52cm before the building begins. I had no doubt that this would be a fun build.

Interior

As usual with aircraft builds, the interior comes first and the first five stages deal with the cockpit and cabin. The kit provides for a very convincing build out of the box but if you wanted to there is scope to add even more. However, away from my workshop and armed only with my basic travel toolkit, additions would be basic and I limited myself to a few wiring looms and a second cooling fan for the crew, (a strange omission considering the few Hinds I've been lucky enough to view have had two). In the cabin I added some avionics boxes on the rear bulkhead, a small amount of plumbing and some wires. Much of the kits etched parts are for the seatbelt buckles. No harnesses are provided and the modeller has to make these from paper or masking tape. Not overly difficult and quite satisfying once they are done correctly.

Engines

The next page and a half of instructions, (stages 6 to 10), are dedicated to the two TV3-117V high altitude engines. These are well represented in their basic form with some of the main piping and the gearbox structures included. Since I generally prefer to display my models with as few disruptions to their lines as possible, this was fine for me. Some rudimentary painting would be enough as the engine compartment would be closed up. The exhaust outlets are moulded in three parts with the outer section as a single piece eliminating the nauseating task of removing seam lines. This is another good tick in the box for Trumpeter. For those interested in going that one step further, what you get in the box gives a fine foundation for lots of extra plumbing to be added. The engine covers are moulded in clear plastic if you want to display your model this way but the inside of the covers are well detailed if you intend to paint them and leave them open.

Stages 11 to 13 cover the construction of the tailplane, and missile guidance systems.

Stub wings

These are simple six-piece assemblies to which the common pylon assemblies are added in stages 14 and 15. Again to give an idea of size of this beast, these stubs are the same size as a 1:72 scale Spitfire wing! Their fit into recesses on the fuselage sides is superb. Dry fitting showed no filler would be required and they were left off until after painting.

Undercarriage

Stages 16 to 19 deal with the construction of the undercarriage. I am not a huge fan of rubber tyres after seeing how they can degrade over time and so was very pleased that Trumpeter has chosen to stick to traditional plastic. The assemblies are nice and sturdy and sit into individual gear bays which also have some nice basic detailing. After painting they were given a dark grey wash to bring out the detail. At this point I elected to give some representation of the hydraulic and brake lines utilising old telephone cable and fuse wire. The sub-assemblies were then put to one side.

Putting it together

Closing the fuselage on any large model like this throws up a number of challenges to the modeller. Lots of dry fitting is essential prior to committing

the glue to make sure the final closure is a trouble free process. Stages 21 to 24 systematically cover all the previous sub-assemblies. The nosewheel bay is attached to the underside of the cockpit assembly first and I used tube cement to give me the drying time to offer the whole assembly into the starboard fuselage half. The fuselage sides have very positive locating lugs for the large interior sub-assembly and it all aligns perfectly with very little effort. The same goes for the Main Rotor shaft, the rear ventral avionics compartment and the main undercarriage bays. All I can say about the fit of the two halves is 'fantastic!' This was probably easiest fuselage I have ever put together. Other than the tail boom, natural openings along the seam meant that short sections could be dealt with easily and the whole thing went together so cleanly that seam removal consisted of a few gentle scrapes of a scalpel blade followed by waving a fine nail polisher over it.

The fuselage doors are horizontally split and can be left open. I chose to do this but at this stage I stuck them in closed with PVA so I could ensure the camouflage scheme would be easy to do. The well-moulded canopy has the option to leave the crew doors open and so after all that effort inside that is how I chose to fix them. Most of the rest of the instructions apply to the additions to the completed fuselage and the fit of all of these pieces were excellent.

Tail and main rotors

The three-bladed tail rotor is moulded in one piece with small parts for the shaft and blade pitch control mechanism. The only additions to this were three loops of fuse wire to the hub.

Assembly of the main rotor head is spread across stages 38 to 40. The blade roots are sandwiched between two parts of the head with all the additional pitch control rods and drag dampers added separately. Once completed, this is a lovely representation of the real thing and the only things left to add are hydraulic lines. Careful use of washes pays dividends here. After painting a metallic grey the head was subjected to a couple of thin washes of black before dry-brushing with silver. Then I turned once more to my old telephone wire, plumbing the hydraulic reservoir and each blade appropriately using photo references.

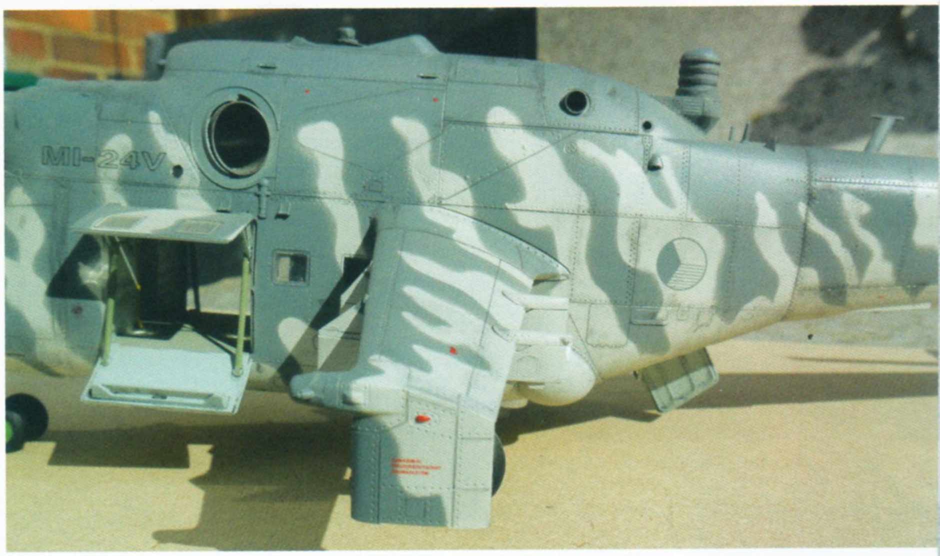
Weapons

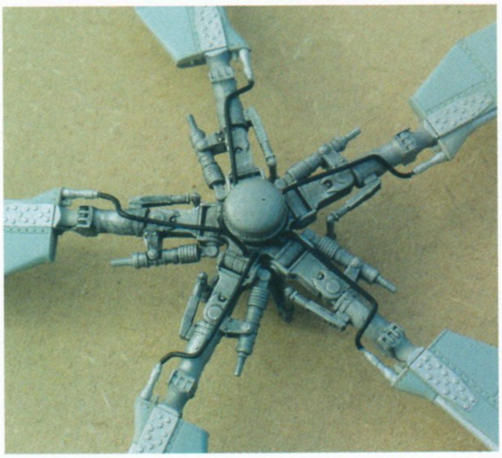
The kit reflects the massive capability of the aircraft itself with no less than four of the 12 sprues being armaments alone. The last two pages of the instructions deal with their construction and a comprehensive loading chart on the rear of the booklet gives the various options available. I finally settled on a selection of the B8V20 rocket pods, the UB-32A-24 rockets and the AT-6 SPIRAL missiles. Each weapon is well reproduced and half the entire decal sheet is dedicated to the stencilling for them.

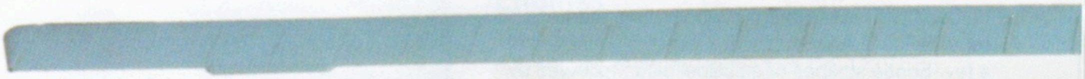
Colour scheme

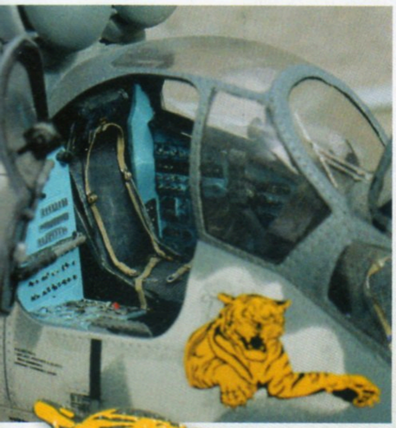
The kit provides markings for two machines. A Russian/CIS aircraft 'Blue 04' based at Berlin-Brandenburg in 1992 and the aircraft that adorns the box art, 'Tiger 0705' from the Czech Air Force. This was resplendent in its tiger stripes for the Tiger Meet '98 at Kleine Brogel in Belgium. Whilst I have always been a fan of modern Soviet/Russian schemes there really was no contest as to the choice, the Tiger stripes would always win the day on this beast!

With everything appropriately masked the airframe I received some very strange looks as I huddled



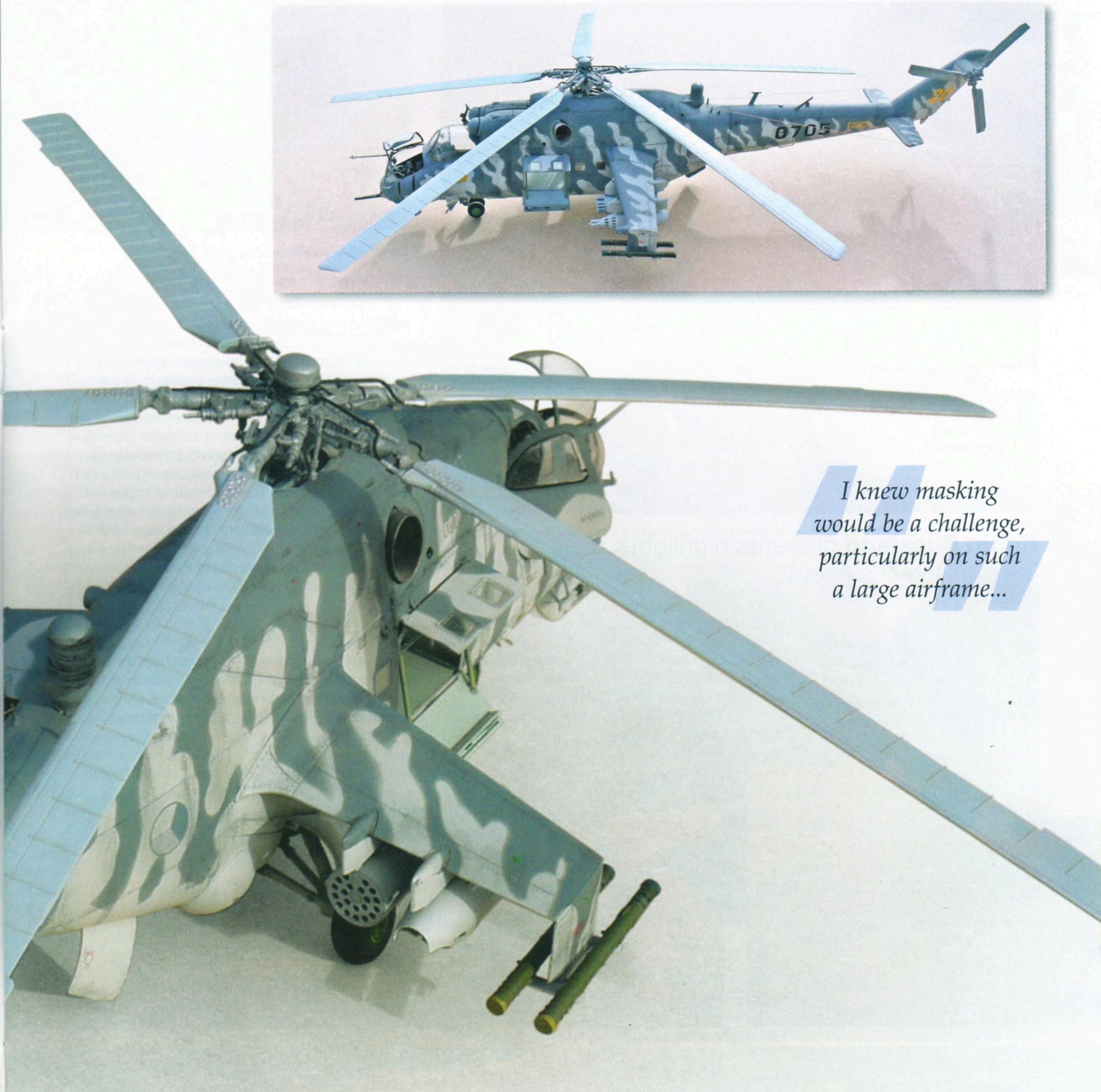






down by the hedge in the Officers Mess car park giving it its primer coat using Halford's Plastic Primer. This has been my favourite primer since I first tried it nearly 10-years ago. It covers well with a fine even coating and it is touch dry very quickly. What more could you ask for? Whilst the primer was setting I scratched my head for a couple of hours over which of my range of greys I would use for the complex stripes. Strangely Trumpeter's colour guide gives a full range of FS numbers for the Russian machine but vaguely quotes *"Dark grey stripes over overall light grey"* for the Czech version. Pondering my options (away from home and no access to a model shop), I settled on what I thought closest by eye; Tamiya rattle cans from their AS range, Ocean Grey AS-10 (RAF) and Light Grey AS-16 (USAF).

I knew masking would be a challenge, particularly on such a large airframe so I approached it in a different manner. The obvious route was to spray the light grey first and stripes over the top but, because of the complex pattern, I decided to go dark first then light. The dark went on well and after another 24-hours I began recreating the pattern in Blu-Tack on the airframe. This process took two lunch hours and an entire evening and I used two packs of the stuff, almost doubling the weight of the kit! Three light coats of the light grey in short succession was enough to suffice and then the masking was



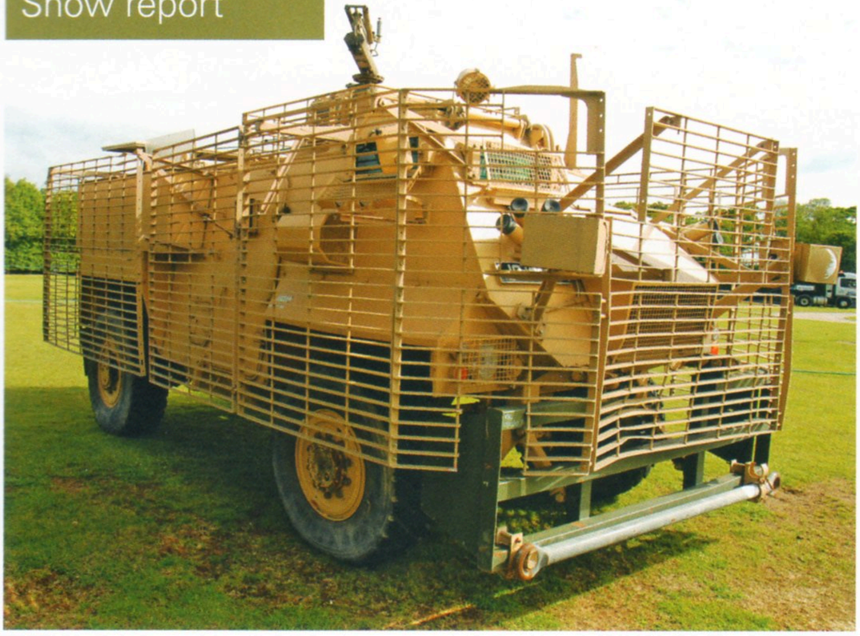
> I knew masking would be a challenge, particularly on such a large airframe...

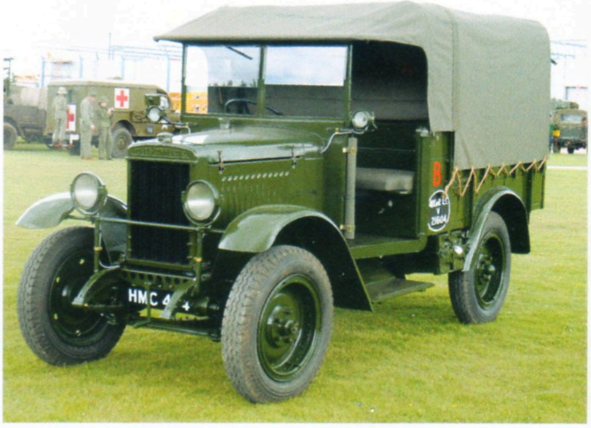
peeled off nervously. My most ambitious attempt had been a success and from then on in it was all plain sailing.

The decals went on very well especially considering that this was before I discovered the joys of setting solutions. I prepared the area under the decal with a drop of Johnsons Klear, applied the decal while this was still wet and then painted another drop over the top. Every decal settled perfectly and there has been no silvering since. Once they had all been left for a couple of days I gave the whole thing a light wash of dirty thinners to pop the rivet detail out.

Conclusion

Would I recommend this kit? Oh yes! I have to congratulate Trumpeter on an immensely fun kit to build. Not one for the absolute beginner, but a moderately experienced modeller will get a great deal of satisfaction and pleasure from putting this together. With basic care and attention this will give you an excellent centrepiece amongst any 1:35 scale armour collection, even straight from the box. However, if you have the time and inclination, going to town on detailing this would provide you with a real showstopper. I wonder if I can persuade the girls into buying me another one! MM





ABOVE: Very smart Morris Commercial GS truck.

LEFT: Interesting to see an uparmoured Saxon APC.

Duxford Military Vehicle Show

Robin Buckland presents highlights from this year's event.

Sunday 19th June brought us two shows in one at the Imperial War Museum Duxford; the Duxford Aviation Society's Military Transport Wing Military Vehicle Show plus the Miniature Armoured Fighting Vehicles Association (MAFVA) National Competitions for 2011. So lots going on to attract us and, being Fathers' Day, it was of course a good opportunity to be let out of the house!

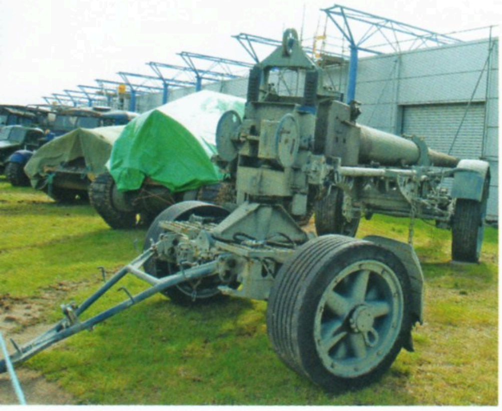
The main impression I got this year was of what appeared to be a larger number of visitors to the whole event than in the last couple of years. The weather for the couple of days beforehand had not been good, so it was a question as to how good or bad it might be. In the end we had a generally very nice day. There were two or three rain showers, but they were short-lived. These when they happened encouraged people to seek shelter for a moment, but that also brought newcomers into the large MAFVA marquee, alongside the American Air Museum building, where they could discover the really excellent show that MAFVA had put on.

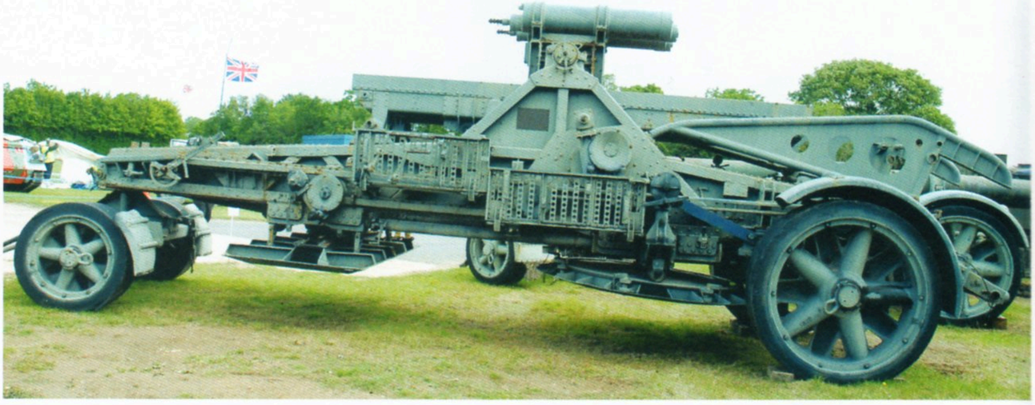
Military Vehicle Show

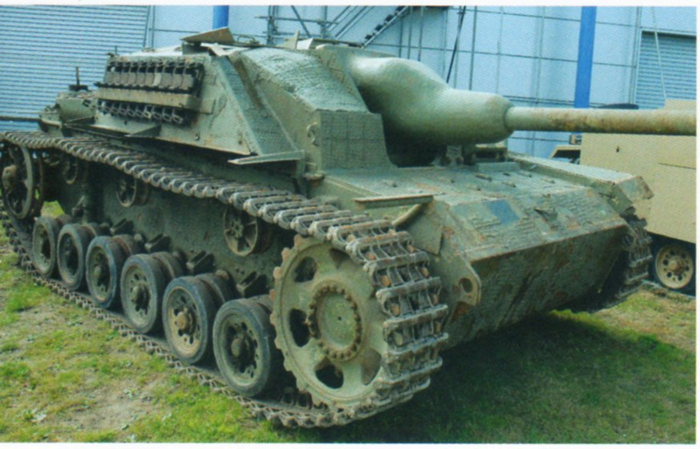
Lined up alongside the MAFVA marquee, on an expanse of grass between the American Air Museum and the Land Warfare Hall were visitors, who had brought along their own military vehicles

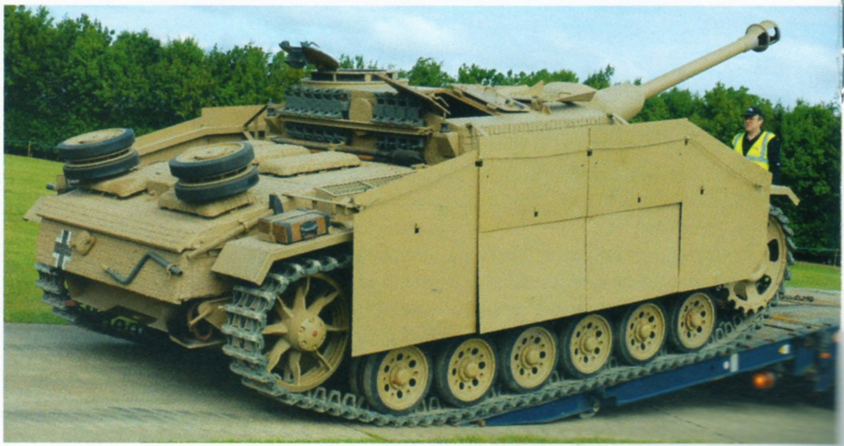
BELOW LEFT: The barrel on its special transprt carriage for the German 17cm gun.

BELOW RIGHT: The main carriage for the German 17cm gun.









ABOVE LEFT: A StuG III belonging to the IWM out in the open air for the day. ABOVE RIGHT: A stunningly restored StuG III, visiting from the Sdkfz Foundation is unloaded for display.

for the day, with some larger ones alongside the IWM's own collection, gathered around the Land Warfare Hall itself. For modellers this is always a good opportunity to get some of your own reference photos of some particular vehicle you are interested in, though I have to say the large majority were Jeeps and various Land-Rover types, though of course a good selection of others. An M29 Weasel was an interesting one, and perfectly timed of course for those who buy the new resin 1:35 scale kit from LZ models.

Lined up beside the Land Warfare Hall were some more interesting pieces, my favourite being an old one from the IWM collection which I have never before seen in its entirety. They have a German 17cm gun, broken down for transport with the carriage on one set of transport carriages and the barrel on another. I can't remember ever seeing the barrel on show before, with the carriage, so to have them side-by-side was a special treat. They are illustrated here, but for modellers who are interested, subscribers to the magazine will also find a fuller set of pictures of these two on the **militarymodelling.com** website. Alongside that was a rather battered *StuG III* from the IWM, while the SdKfz Foundation brought along a fully-restored and running *StuG III*, which I watched being unloaded from the low loader.

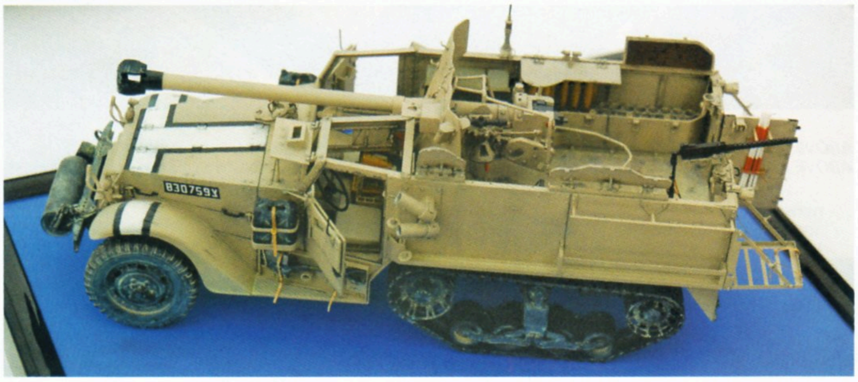
Close by were other interesting machines, including the museum's SA-8 Gecko and a Brazilian Astros MLRS. A beautifully presented old Morris Commercial 30cwt was there and a first for me, a desert sand painted Saxon with extra bar armour. Once again, a photo of it here, but all round views are once again on **militarymodelling.com** for magazine subscribers.

Rides were available in the arena using FV434s and, in the afternoon, other vehicles from the collection were driven around the arena. The visiting military vehicles mostly took part in a couple of large parade laps around the airfield itself, creating a good display for the crowds. There was also an opportunity to have a look round in the vehicle workshop, where the volunteers restore and maintain the collection. The two main occupants of the bays at the moment are a Centurion III and a GMC truck, while outside, they are repainting a selection of Russian ZIL trucks. There are some very interesting machines in the collection, so this is a great chance to have a closer look at them.

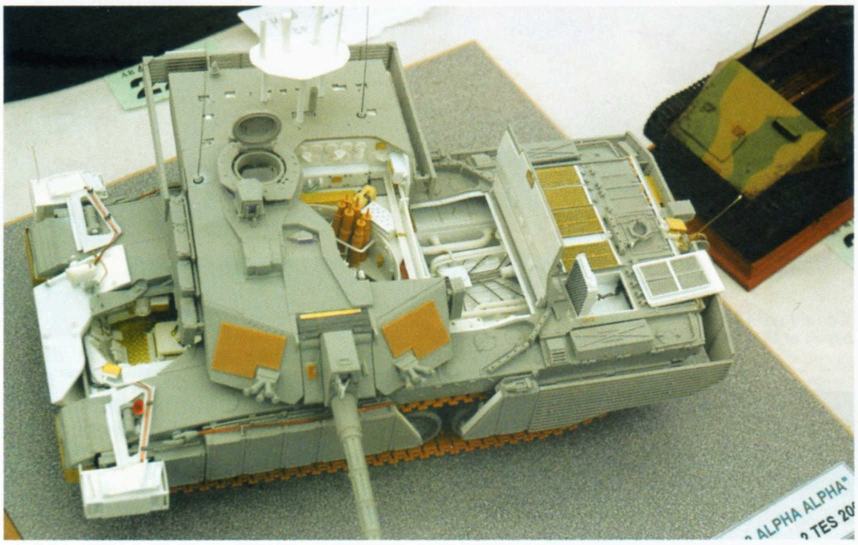
The IWM at Duxford

I have talked about the IWM site of Duxford before, so don't want to repeat it, but I must summarise by saying they do live up to their claim of *"you can't see it all in a day"*. With an event like this, that is especially true, you just can't be everywhere at once. However, one project they have on at the moment which is worthy of mention is the restoration of their static display B-17 *Mary Alice* from the American Air Museum. This has been dismantled and moved piece by piece to the nearby restoration hanger, where you can see the work going on. The airframe has been stripped back to bare metal, and panels from the wings have been removed, exposing the internal rib structure. That makes this a fascinating opportunity to see this, before it is re-assembled and re-painted once again.

Looking down the centre of the marquee at the many excellent club stands.



An Israeli half-track and 90mm anti-tank gun in the competition from Mark Hazard.



A scratchbuilt interior and cutaway using the Trumpeter 1:35 scale Challenger 2 kit, a competition entry from Dick Francis.

MAFVA Nationals

The MAFVA element of the day is put on by the hard work of the Cambridge branch of MAFVA, and Paul Middleton in particular, but with many vital helpers and I apologise that there are just too many to mention. Inside the marquee, once you were past the MAFVA HQ table, and reminders to renew subscriptions, or the chance to join for the first time, you found the competition tables which were well subscribed with some really good quality entries in the various classes. Some of those will have been recognisable to members of the **militarymodelling.com** website, as some of the website members had entered models in the competitions. A good number of them also ended up as prize-winners, with particular mention this time of Chris Meddings, who won two first prizes and Craig Hiscock who had another. There were other second, third and Highly Commended awards to these and other modellers who feature both here in the magazine and on the website.

The overall standard of the competitions was high, and I was pleased to see a good selection of

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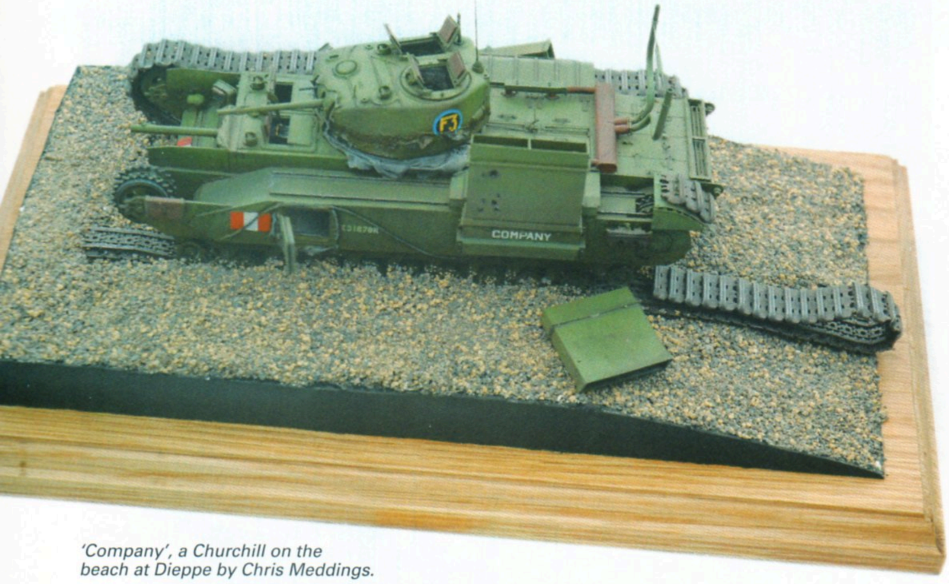
MILITARY MODELLING WEBSITE

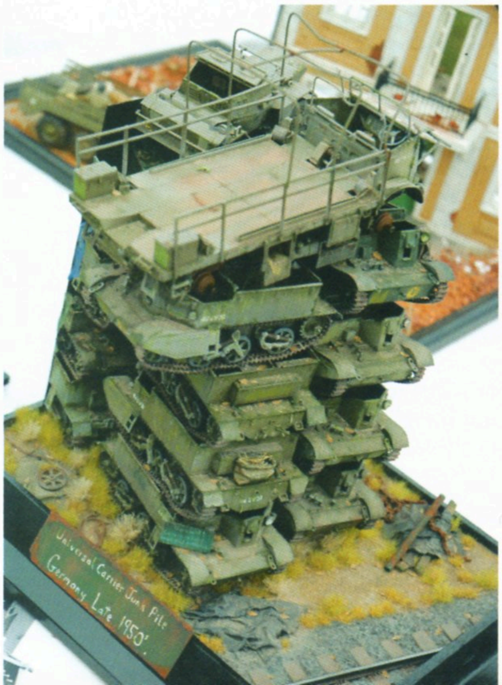
ABOVE LEFT: Some of the models on our own ***militarymodelling.com*** *club table.*
ABOVE RIGHT: Tracy from Armourfast presents a stack of prizes to the Junior Best of Show.



'Company', a Churchill on the beach at Dieppe by Chris Meddings.

ABOVE: A general view along one of the competition tables.

RIGHT: Based on a real photo, a whole stack of 1:35 scale Universal Carriers, topped with a Bedford Portee.

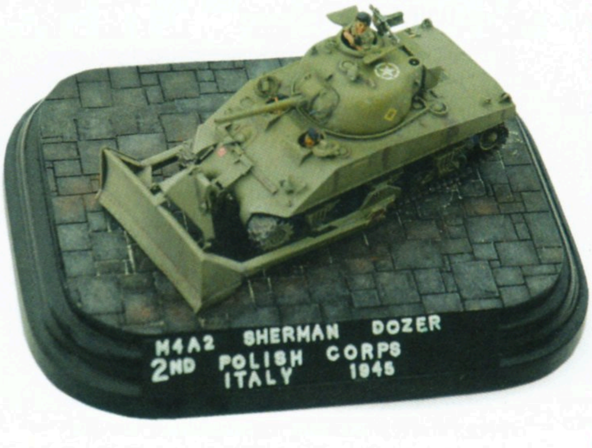


junior entries as well, as encouraging youngsters is vital to the success of our hobby. Equally good was that Armourfast were sponsoring the junior classes, and prizewinners all went away with a stack of Armourfast models as prizes. Thanks go to Tracey of Armourfast, who presented those awards to the youngsters, and will have given them plenty more modelling to look forward to. With luck, maybe we will see some of those finished and entered into next year's show. As for the adult classes, I won't say much more as it leaves more space to show some photos of what was there and those who took part will already know the rest.

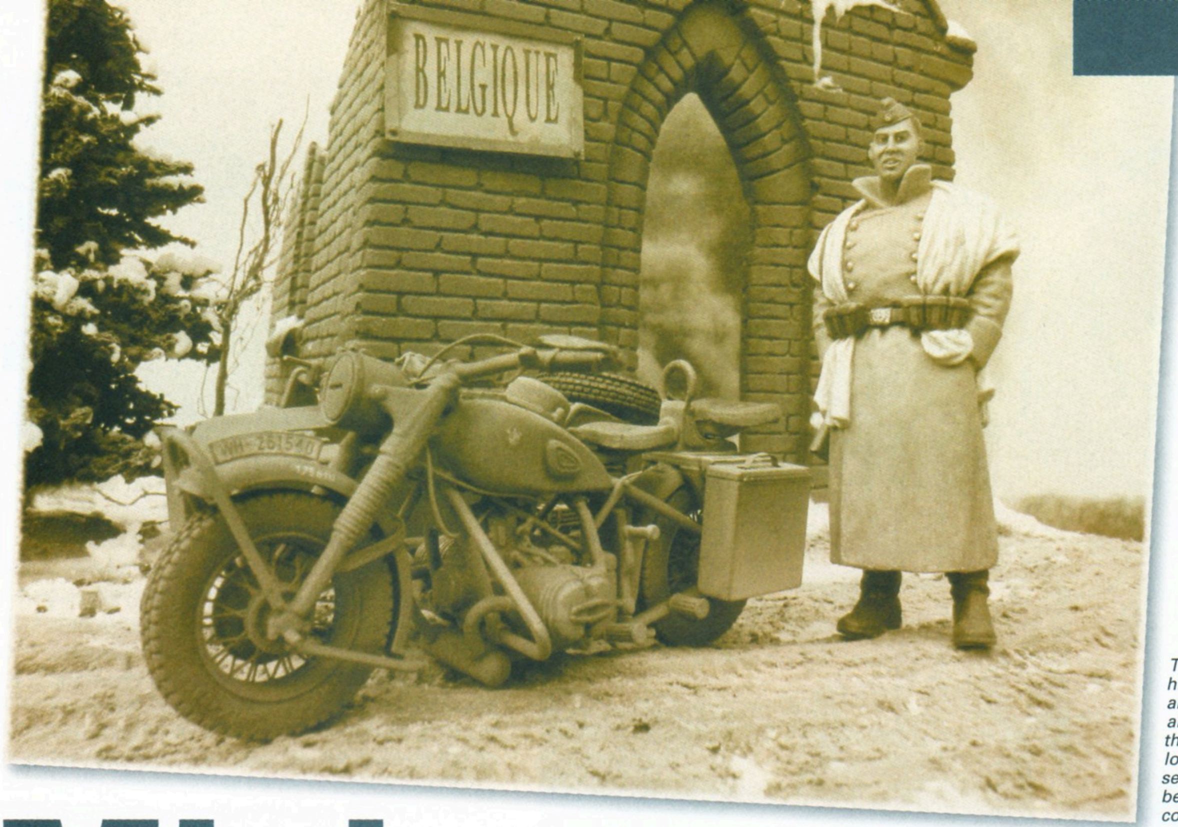
The other thing to say about the MAFVA show element has to be about the traders, whose stands occupy the perimeter of the marquee, and the many clubs whose stands occupy the remainder of the central space. Naturally I will mention that one of those was a club stand for members of the **militarymodelling.com** forum who had many models on display. My thanks to Craig Hiscock for organising this for the day, and all those members who helped out by manning the table. It certainly is a good chance to catch up with old friends and generally have a good chat. Other clubs and branches of MAFVA also put on some really superb displays of models of all sorts. There were military vehicles of course, in many scales, plus ships, aircraft, figures and sci-fi subjects in abundance. With modelling demonstrations or themed displays, those club members who look after these stands are always happy to have a chat and talk about the models, sharing the tips and techniques each of us use.

Conclusion

Overall just a really good show, and one I would hate to miss as it is a reliable event on the annual calendar for modellers and military vehicle enthusiasts alike. Well done to the MAFVA team, and thanks for the invite, and also to the IWM staff and the visiting military vehicle owners, as they all help make the day so special. If you have never been, I can only encourage you to think about making the trip next year. **MM**



Small scale Sherman dozer in the competition.



BELGIQUE
WH-261540

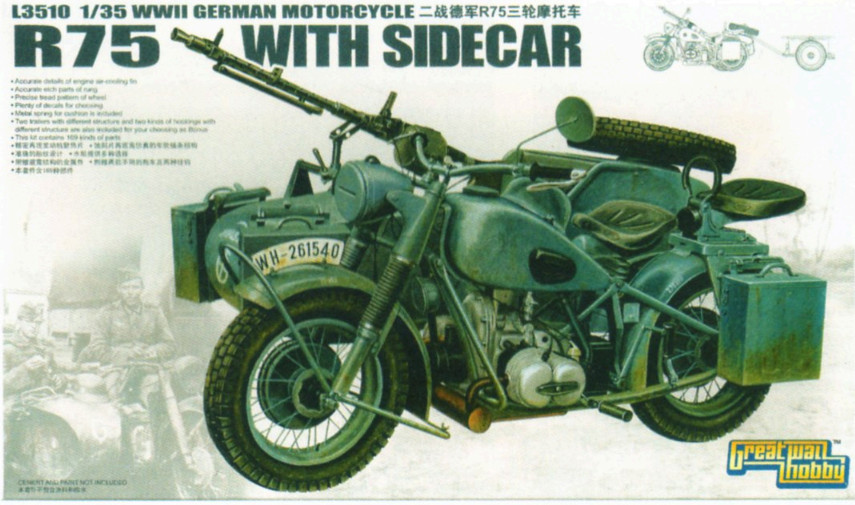
The author has placed his finished motorbike and sidecar combination along with a figure from the Hornet range in what looks like a cold winter setting. The image has then been made to look like a contemporary photo.

Miniature Motorbikes

Mark Bannerman builds the Great Wall Hobby 1:35 scale BMW R75 motorcycle and sidecar.

Great Wall Hobby have now followed-up their solo BMW R75 kit with a sidecar and rear trailer combination (item L3510). The sidecar version represents a late war-production R75 and is made up of approximately 190 parts in a light orange plastic and four parts in clear. In addition are 30 etched-metal parts plus eight pre-shaped etched wheel spoke discs along with a small seat spring and a decal sheet. The standard of the plastic moulding is top-notch with excellent detail, very little flash and only the slightest traces of pin marks. The only drawback is that the connector point between sprue and parts sometime cover two surfaces which requires very careful clean-up. The model contains many very small parts and special attention will be required when removing parts from the sprues.

Sovereign 2000 have released an upgrade set for this BMW R75 kit which includes 47 finely detailed resin parts to either replace some of the plastic parts, or to fill in gaps which were not included in the plastic kit. I received the resin conversion about halfway into the assembly process so unfortunately I did not get to use all of the Sovereign parts. The upgrade set is excellent and includes an improved handlebar, seats, spark plugs as well as upgrade parts for the sidecar and the trailer hitch.



L3510 1/35 WWII GERMAN MOTORCYCLE 二战德军R75三轮摩托车
R75 WITH SIDECAR
• Accurate details of engine air-cooling fin
• Accurate etch parts of rung
• Precise tread pattern of wheel
• Plenty of decals for choosing
• Metal spring for cushion is included
• Two trailers with different structure and two kinds of hookings with different structure are also included for your choosing as Bonus
• This kit contains 169 kinds of parts
WH-261540
Great Wall Hobby

Great Wall Hobbies have released two BMW R75 models - a solo version and one with sidecar and rear trailer the subject of this article (item L3510).

Construction

Because the assembly process is relatively comprehensive, I decided to follow the instructions without fail. The first step in the building process was the engine block and frame. The engine is partitioned in two halves and there are many small details that are then added on and around the engine. I did find myself breaking bits and pieces of add-ons as I progressed with the construction of the engine. I opted to leave these small parts off and would add these in the final building steps ensuring that the parts I left off were not integral to the structure and subsequent details. I decided to leave the pedals, dynamo, all photo-etched and any small protruding parts off of the engine block until the last step. The cylinder block comes in two

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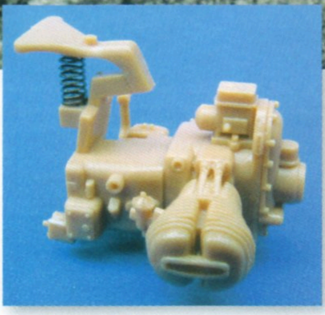
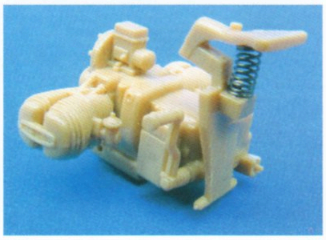
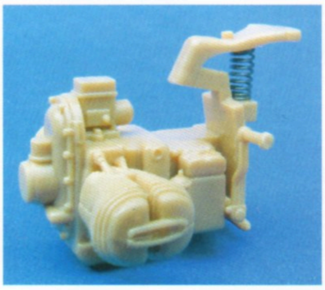
ABOVE: German troops struggle to free their motorbike and sidecar from the mud. A potential diorama setting for the Great Wall Hobby BMW R75 and sidecar kit.



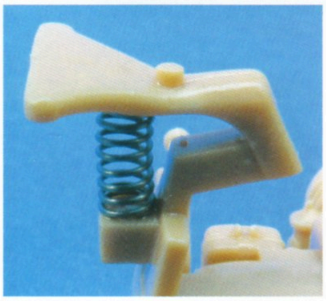
The first step in the assembly process was the engine block and frame.



The engine is partitioned in two halves and there are many small details that are then added on the engine. I did find myself breaking bits and pieces of add-ons as I progressed with the construction of the engine.

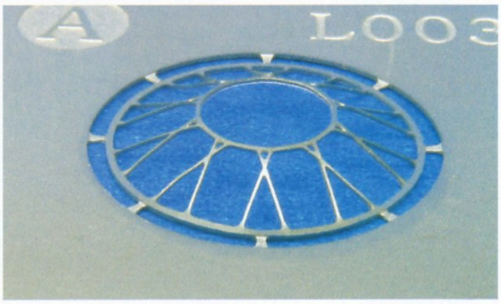


I opted to leave most small parts off of the engine and would add these in the final building steps ensuring that the parts I left off were not integral to the structure.



I added the coiled metal spring included with the model for the seat. This required removing the moulded plastic seat support with a pair of small nail clippers and super-gluing the spring between the upper seat support and the base.

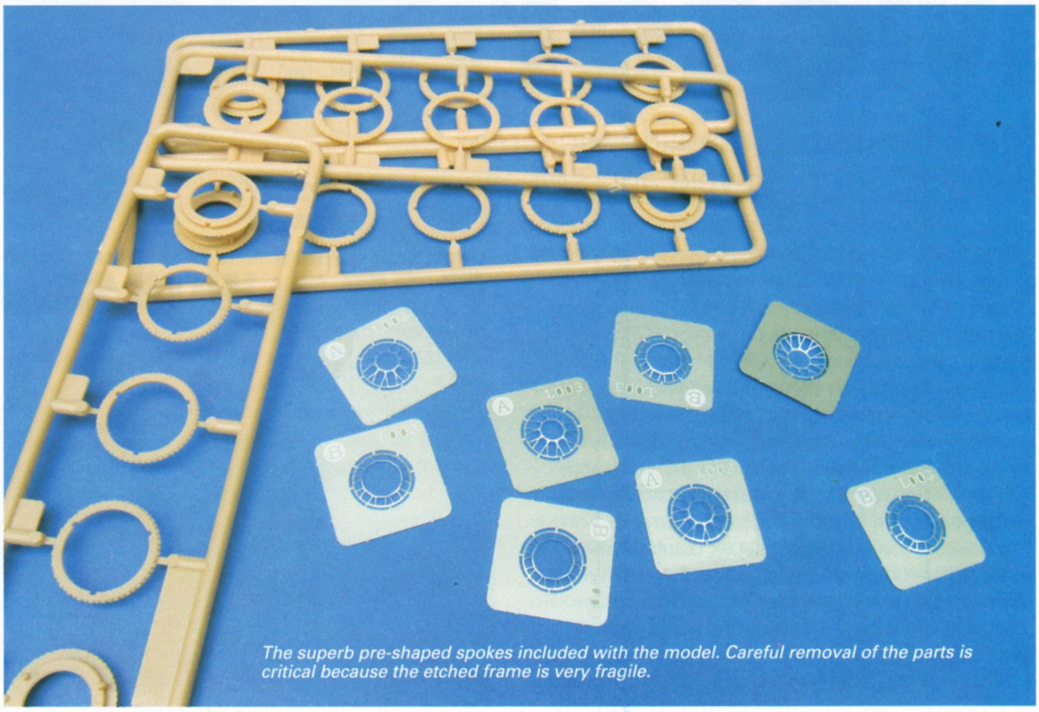
halves and unfortunately, a thin gap was evident between the cooling fins when the two cylinder parts were glued together. However, I did find that copious amounts of liquid glue brushed into the gap helped eliminate the gap considerably. I also added the coiled metal spring included with the kit for the seat. This required removing the moulded plastic seat support with a pair of small and very sharp nail clippers and super-gluing the spring between the upper seat support and the base.



The manner in which the wheels are to be assembled is that the spokes are trapped inside five very thin partitions of the tyres which allows for the treads on each segment of tyre to stand out distinctly.

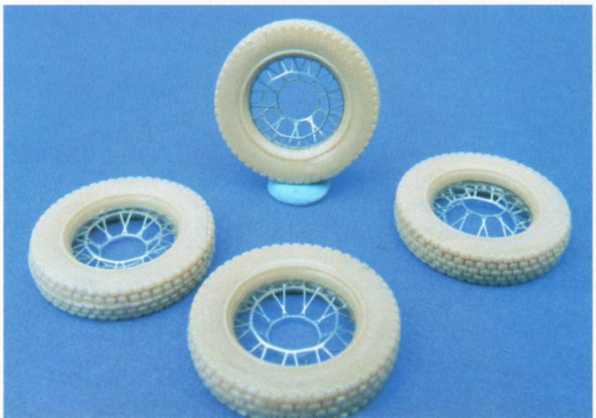
Spoke wheels

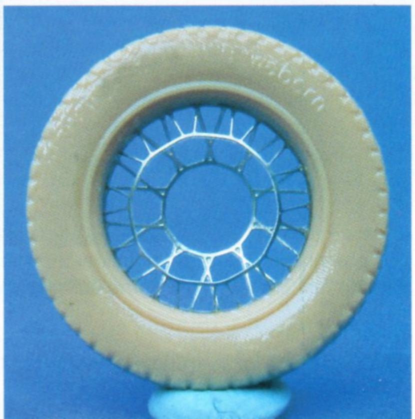
These are a real bonus in this offering as they are already pre-shaped. The detail is as good as any I have ever seen. The manner in which the spokes and tyres have been designed is quite ingenious. The spokes are trapped inside five very thin partitions of the tyres that allows for the treads on each segment of tyre to stand out distinctly – similar to the real wheels on the BMW R75. I should mention that inside the model offering there are tyres with plastic spokes but uncertain why these exist given that the offering provides superbly designed spokes and tyres. However, these could be used for spare tyres if one were to sand off the inside spoke and metal frame. It is not unusual to find photos of tyre rubbers slung over the rear sidecar.

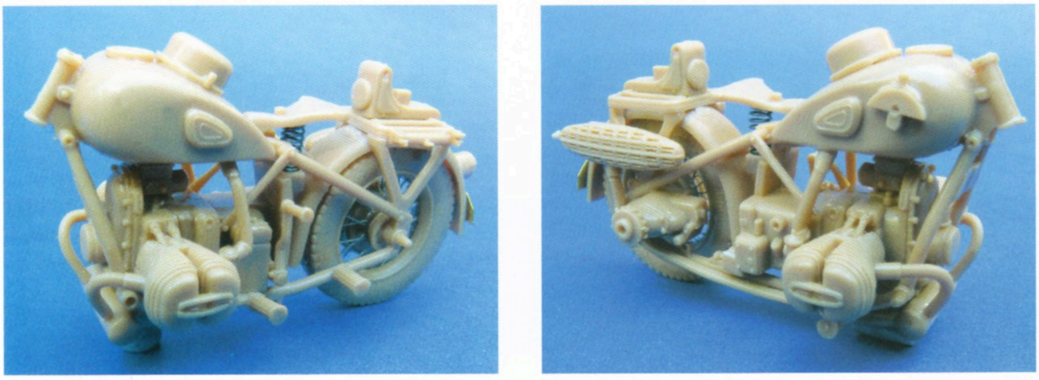


The superb pre-shaped spokes included with the model. Careful removal of the parts is critical because the etched frame is very fragile.

BELOW LEFT: The process of gluing the tyre segments with the spokes took all of 10-minutes per wheel using super glue to affix the spoke etch to the plastic tyre segments. BELOW RIGHT: It was important to ensure that the etched spokes are aligned with each other so when the wheels are fully assembled, the centre portion of the two spoke etched parts match up.







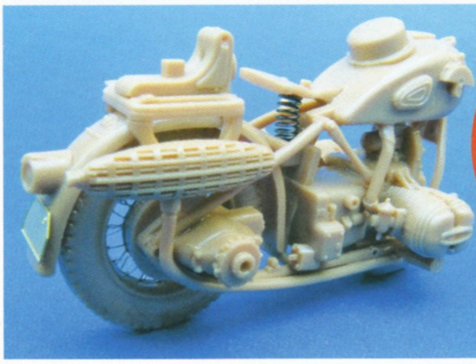
Inserting the engine block and wheels to the two-part motorcycle frame with fuel tank. This was not a difficult task but does require some patience. The rear wheel needs to be perfectly located on the pips of the frame. The seams on the gas tank should join perfectly.

To start on the wheels, I removed and cleaned up the five tyre segments that make up one wheel as well as the inner and outer pre-formed etched spokes (parts E1 & E5). The process of gluing the tyre segments with the spokes took all of 10-minutes per wheel using super glue to affix the spoke etch to the plastic tyre segments. It is important to ensure that the etched spokes are aligned with each other so when the wheel is fully assembled, the centre of the two spoke etched parts match. The first one I did was slightly off and I decided to use this one as the spare on the back of the sidecar. Of the four tyres, select the best two with perfectly aligned spokes for the bike wheels as this will become crucial afterwards when attaching the wheels to the frame. Once the wheels are completed, drums and hubs are inserted into the middle of the wheels for subsequent attachment to the bike. The only detail missing from the wheels were the air valves that can be added using small bits of sheet styrene and a light dab of super glue.

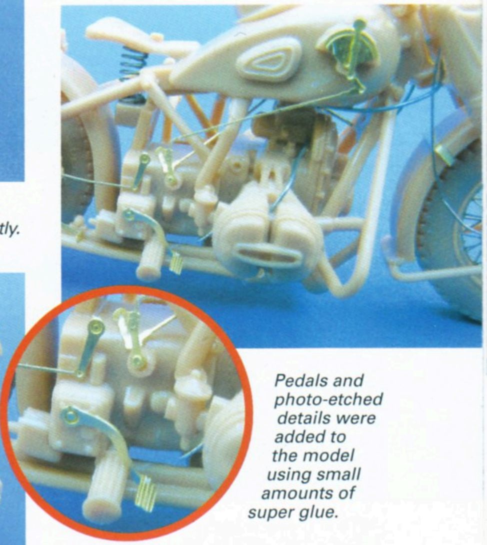
Frame and engine

The next step was inserting the engine block and wheels to the two-part motorcycle frame which already has the fuel tank attached. This was not a difficult task but does require some patience. The rear wheel needs to be perfectly located on the pips of the frame and seams on the gas tank should join neatly. It did take a little fiddling but a few small dabs of super glue helped ensure that all of the parts were properly positioned. The exhaust pipes, pedals and other small details were added to the engine block. Some of the locating holes were small and may need to be enlarged with a sharp hobby knife in order to take on the corresponding locating pins. In some cases, I removed the locating pins and super-glued the part into place. It will be necessary to do a few dry-runs before committing to glue.

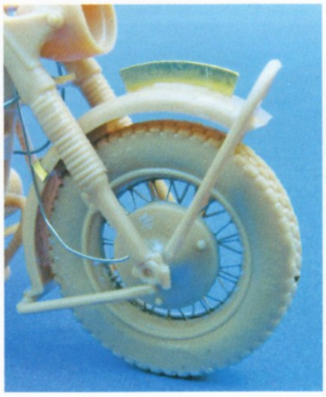
Once the frame, engine and rear fender were in place, I added super glue to certain vulnerable parts to ensure a solid join. The front wheel forks were very well detailed and best assembled separately from the motorcycle. The same principle applied whereby the front wheel was attached to the forks



It did take a little fiddling but a few small dabs of super glue helped ensure that all of the parts were properly and sturdily positioned.



Pedals and photo-etched details were added to the model using small amounts of super glue.



ABOVE: Close-up of the front wheel. The front wheel forks were very well detailed and best assembled separately from the motorcycle. The front wheel attaches to the forks with very small locating pins.

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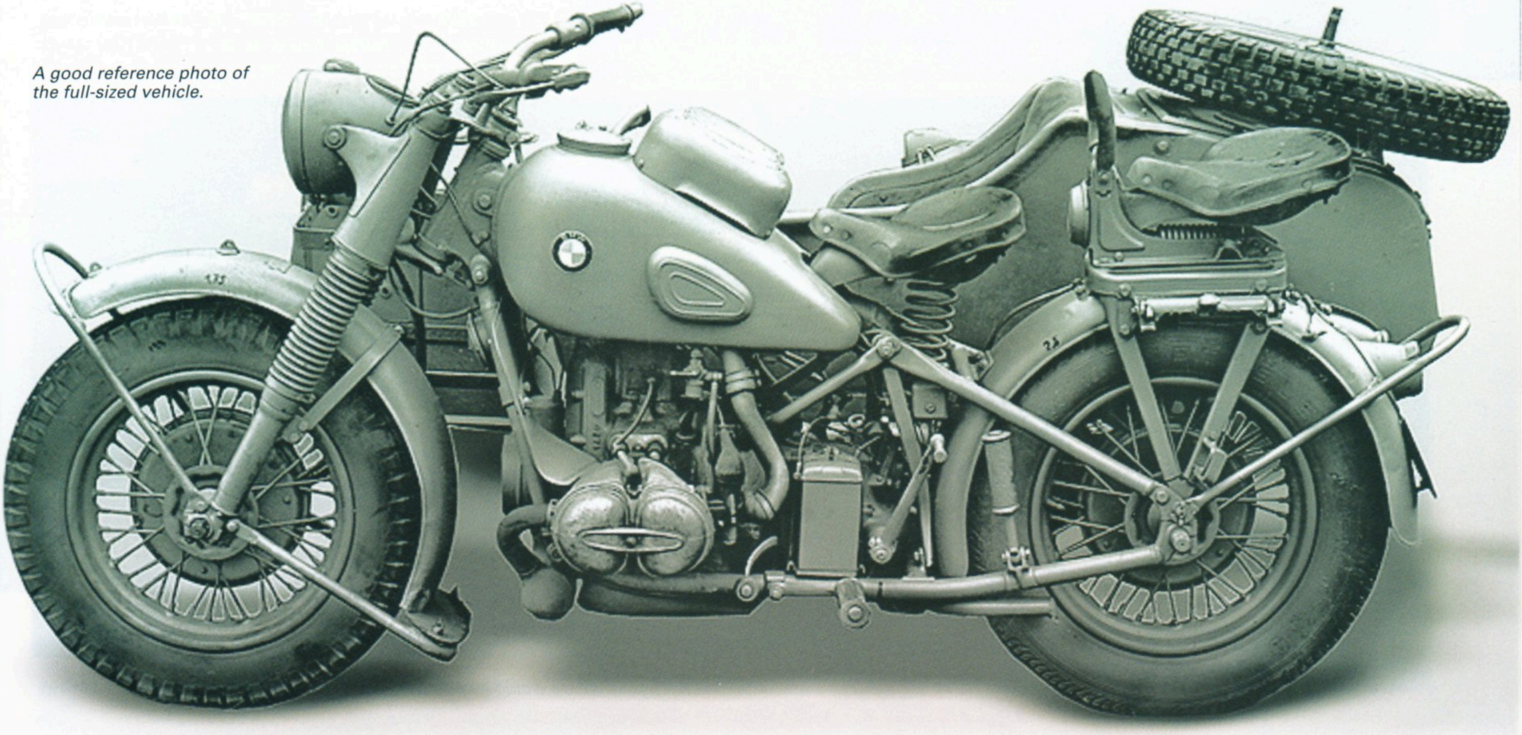
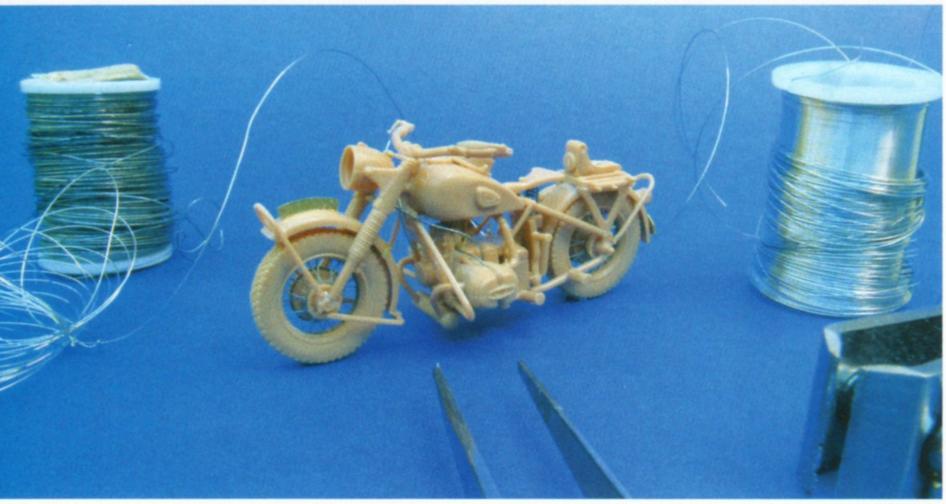
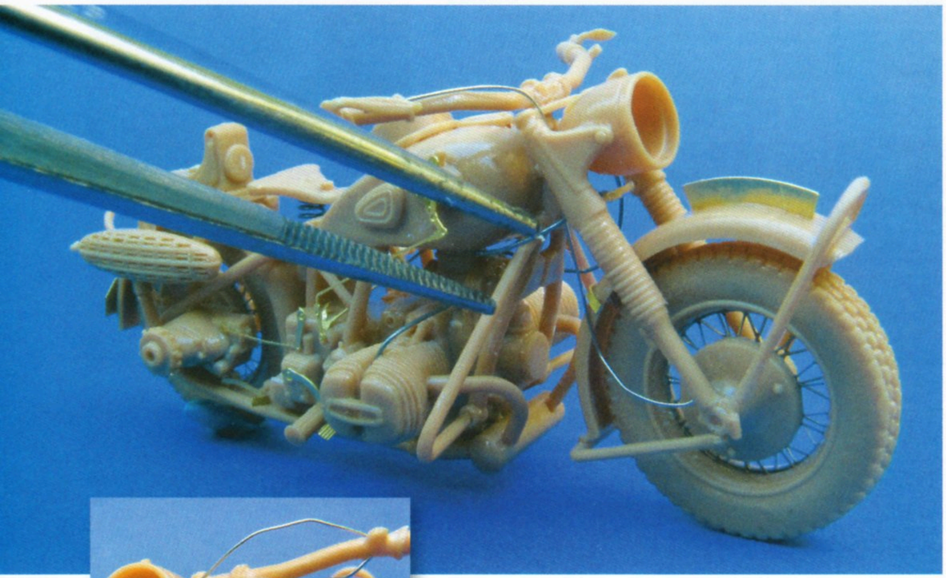


A good reference photo of the full-sized vehicle.



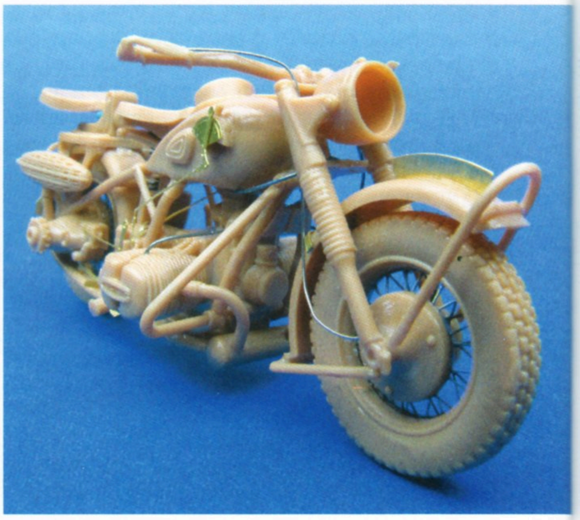
ABOVE: *Well-stocked hobby or art stores usually carry beads and wire for making bracelets. I chose .36 gauge wiring which is apparently the thinnest wire one can find.* BELOW: *The wire was very stiff but I soon learnt that applying heat with a lighter to the wire in essence kneads the wire and renders it softer which makes it much easier to manipulate when attaching to the bike.*



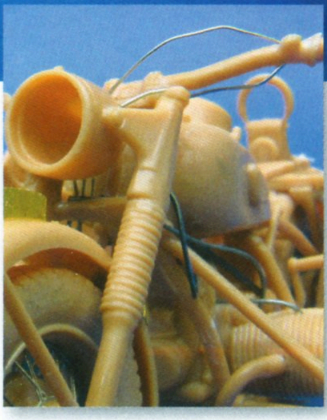
with very small locating pins, and the two plates were inserted between the forks to align these perfectly before attachment to the bike. Once the front forks and wheel were attached, the handlebars were then attached to the upper forks. Small details can then be added, such as the etched-metal number plate, the headlight and the front and rear fender brackets. I should mention that the handlebars that fit on top of the forks were extremely well done with fine brake and clutch handles. Details such as the light cover, odometer, and other smaller details would be added once the model was completely painted. It was at this point that that I added all of the etched parts including the gearshift quadrants and linkages to the right side as well as additional foot pegs and gear change foot lever.

Sidecar

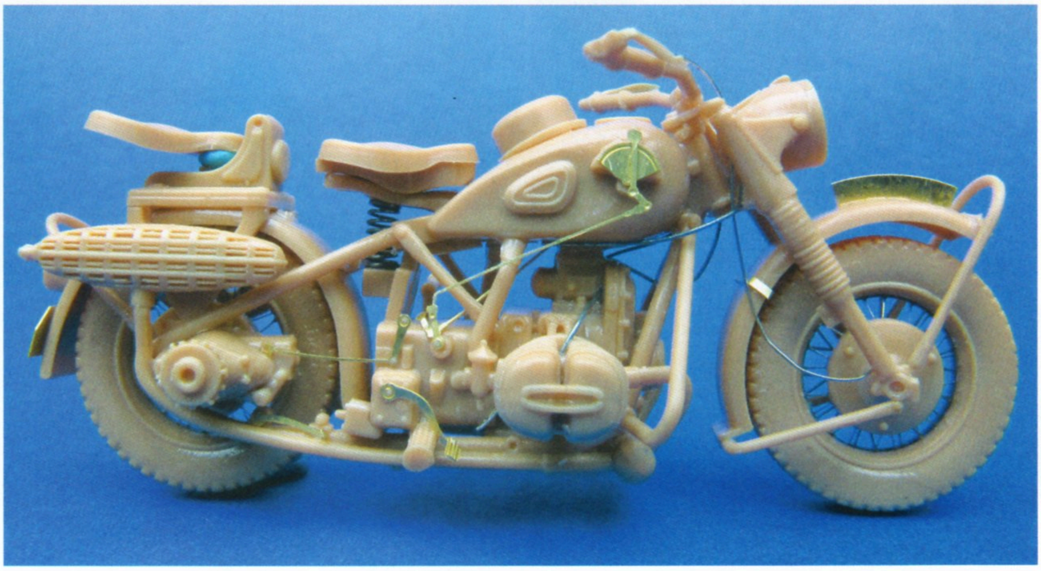
This is a relatively simple affair with the floor and front section in one part and pre-moulded duckboards included on the floor with two separate side panels



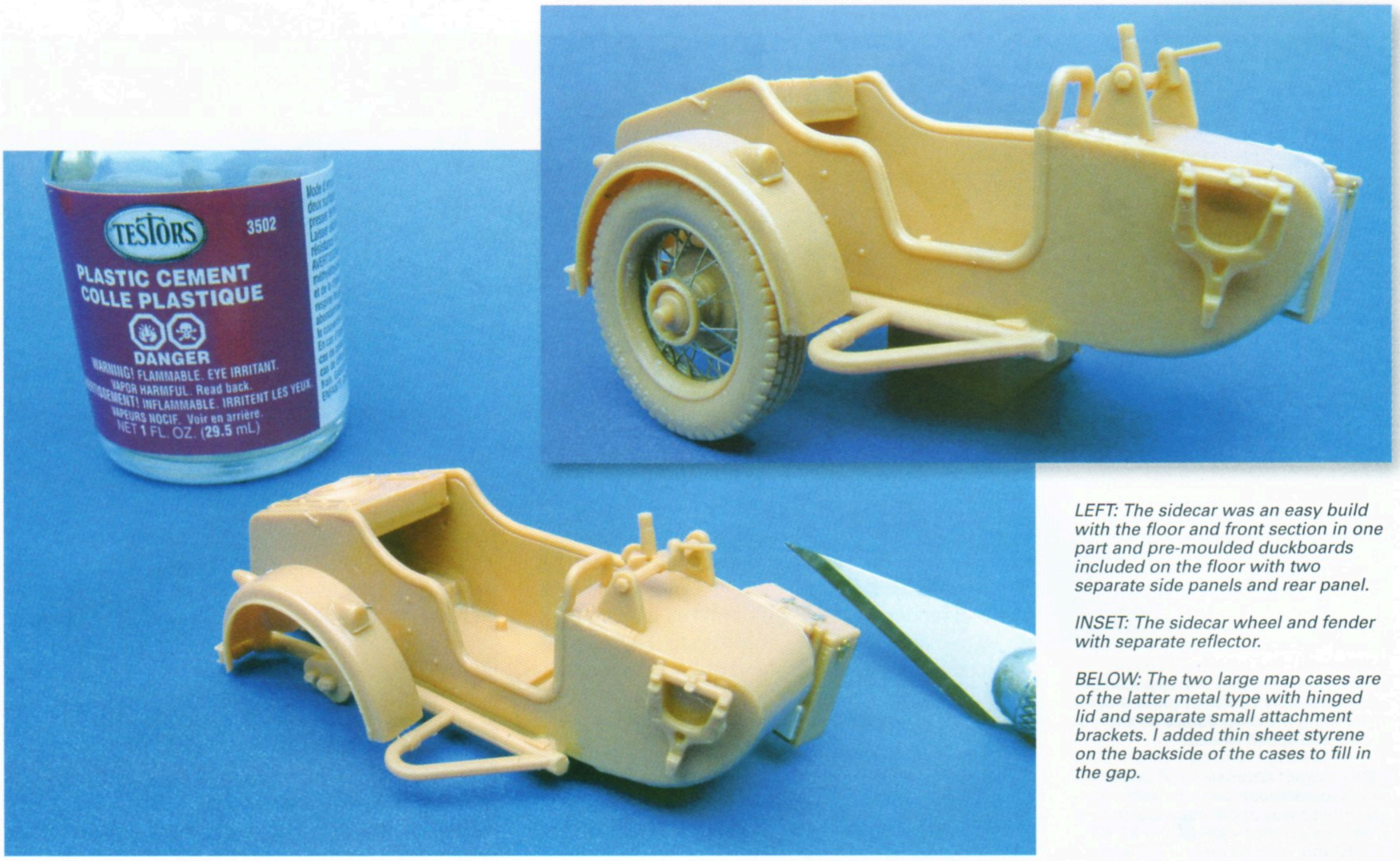
I added super glue to reinforce many joints that were prone to breakage or splitting – especially the handlebars.



Close-up of the brake wires on the handlebars. The easiest way to attach the ends of the wire is to push it into place then dab a small amount of super glue between the joining parts.



The seats are only temporarily affixed with super glue as these would be painted off of the model.

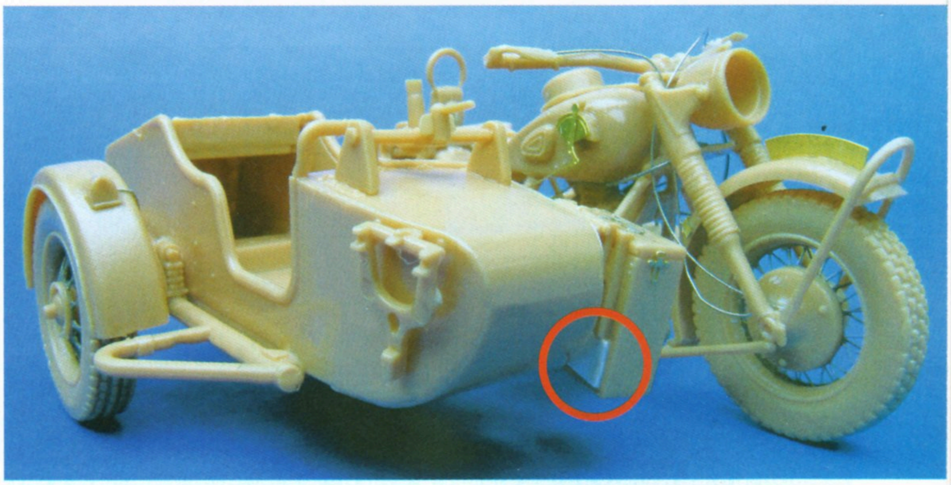

TESTORS
3502
PLASTIC CEMENT
COLLE PLASTIQUE
DANGER
WARNING! FLAMMABLE. EYE IRRITANT.
VAPOR HARMFUL. Read back.
AVERTISSEMENT! INFLAMMABLE. IRRITENT LES YEUX.
VAPEURS NOCIF. Voir en arrière.
NET 1 FL. OZ. (29.5 mL)

LEFT: The sidecar was an easy build with the floor and front section in one part and pre-moulded duckboards included on the floor with two separate side panels and rear panel.

INSET: The sidecar wheel and fender with separate reflector.

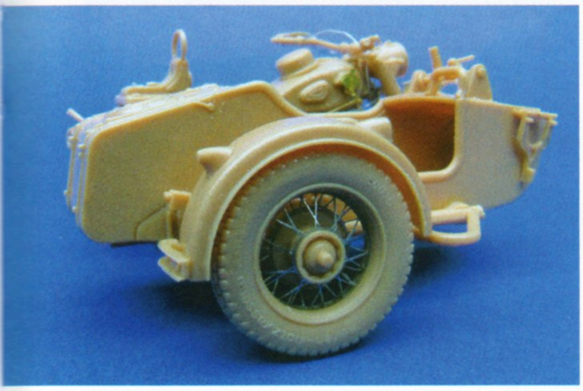
BELOW: The two large map cases are of the latter metal type with hinged lid and separate small attachment brackets. I added thin sheet styrene on the backside of the cases to fill in the gap.

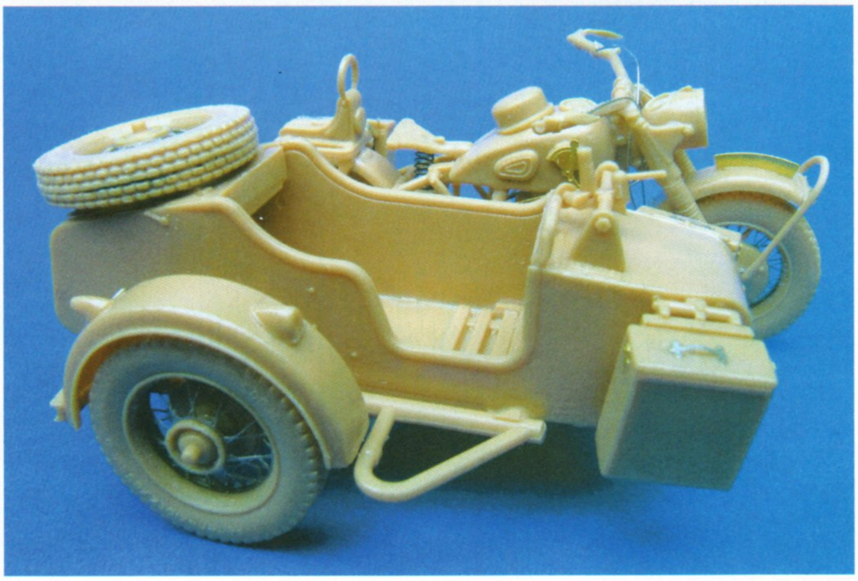
and rear panels. The sidecar wheel and fender, with separate reflector and light, were attached to the frame axle with the frame attached to the rear wheel differential and front mounting bracket. The two large map cases are of the latter metal type with hinged lid and separate small attachment brackets. Early map cases were typically made of leather. A very well detailed jerry can is provided with an etched rubber partition and pour cap.



Cables and wiring

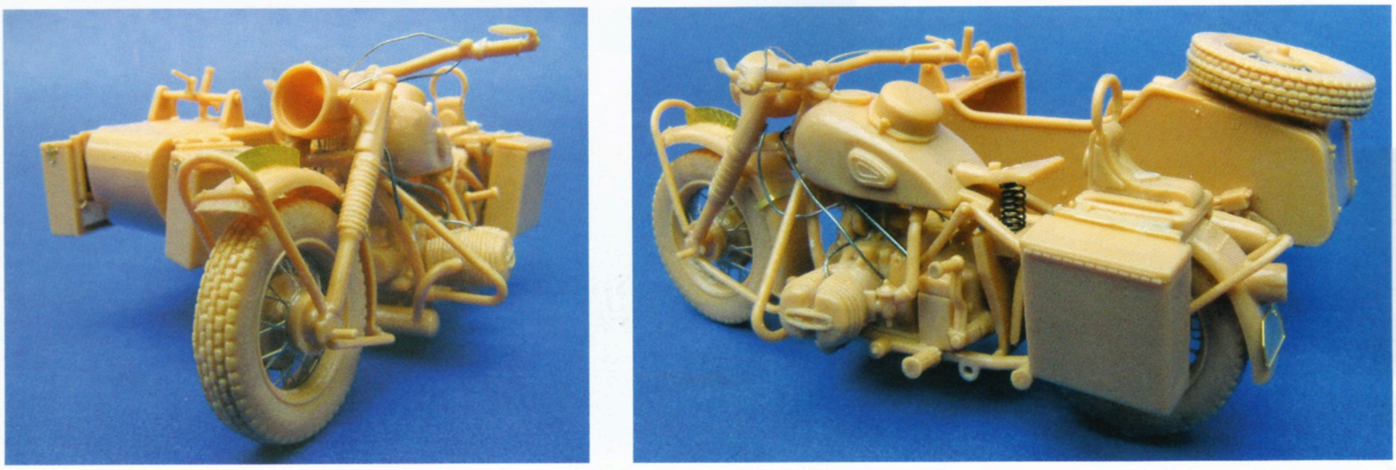
The last step in the assembly process was the control cables and engine wiring. I had previously been working on a few bikes as 'testers' leading up to this project and had been using very thin sheet styrene rod (.25). Although I thought it looked relatively convincing, I wanted to find some finer wire to make it look that much more convincing. A local art store that supplies beads and wire for making bracelets had .36 gauge wiring which is





ABOVE: The sidecar wheel was only temporarily attached as this would be much easier to paint off of the model.

RIGHT: Top view of the model in its pre-painting stage.



ABOVE: Completed model ready for a good cleaning with soap and water.

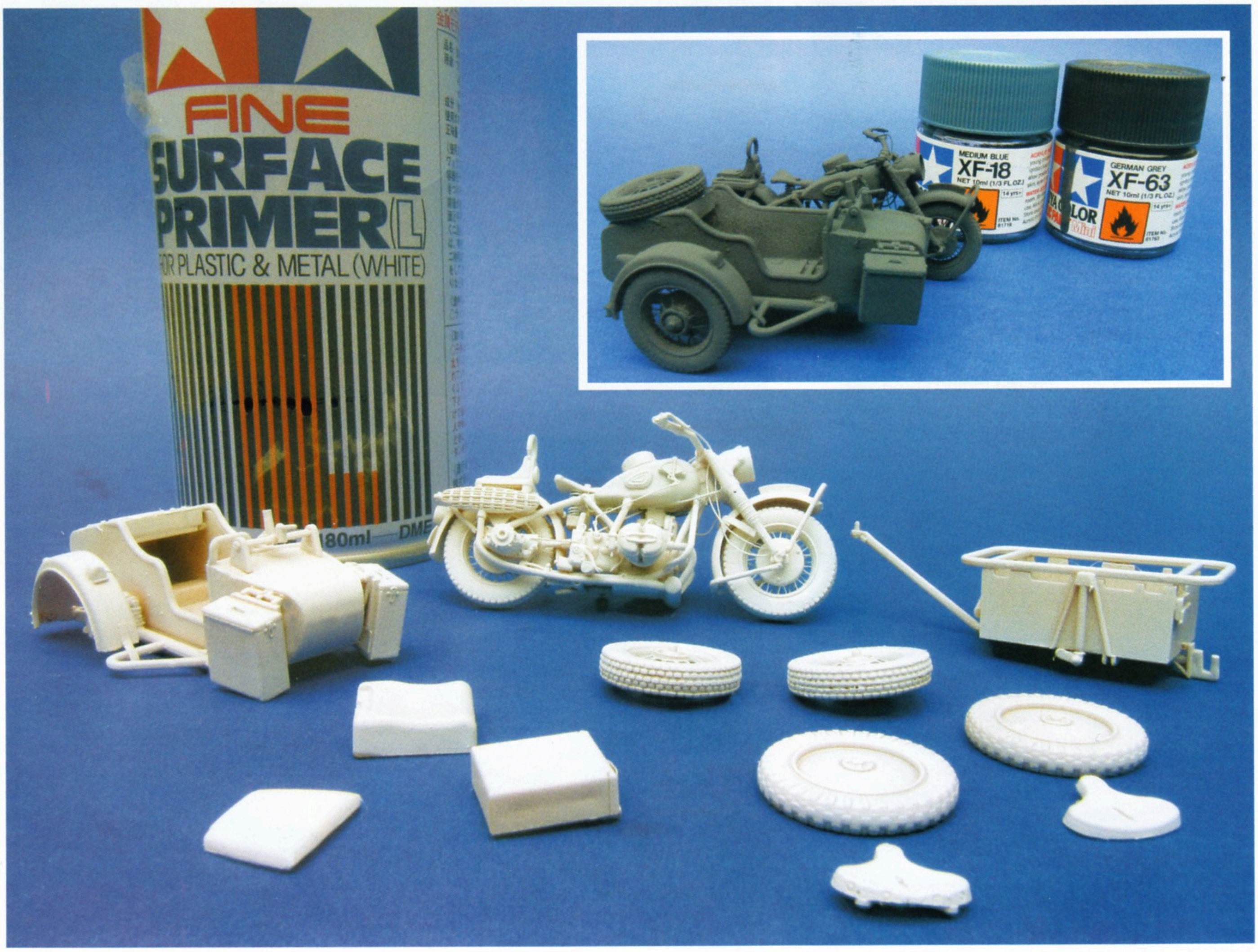
BELOW: I usually use Tamiya white primer on smaller models because I find the coverage to be very thin and opaque – and usually one light spray is adequate. The detail was so fine on the motorbike that one application would probably suffice at the risk of obliterating the crisp details on the engine and spoke wheels.

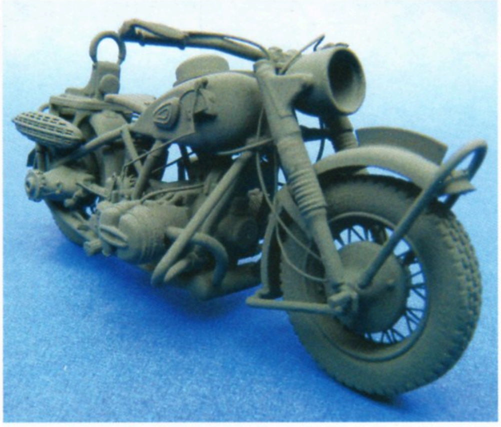
INSET: A light airbrushing of acrylic paints to basecoat the three sub-assemblies was applied using a mix of Tamiya acrylics – XF-18 and XF-63 in a 1:3 mix ratio further mixed with Tamiya Thinners (40%).

apparently the thinnest wire one can find. The wire was very stiff but I soon learnt that applying heat with a lighter to the wire in essence kneads the wire and renders it softer which makes it much easier to manipulate when attaching to the bike. Using several close-up museum BMW R75 photos, I determined the location of the wires and attached the wire with super glue using a blunt knife blade to apply it. This is not an easy task and one that I found slightly time-consuming, but the outcome is a much more realistic appearing motorcycle. The first few wire attachments were the most difficult but as I progressed, these became much easier to place and affix. A good set of nail clippers, finely tipped tweezers and patience is all that is required. In some areas inside the engine block, I switched to a thicker gauge to replicate the close-up images I had on hand of the museum's bike engine. In addition, I added fine wiring on the sidecar front and rear fender lights using a pair of pliers and super glue.

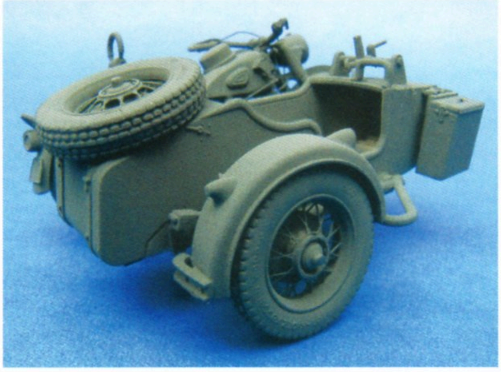
Painting and weathering

Before proceeding to the primer and paint, there were several parts that I had purposely left off the model – motorcycle and sidecar seats, rear saddle casing, front headlight, and odometer. With the model completely built but in three separate parts

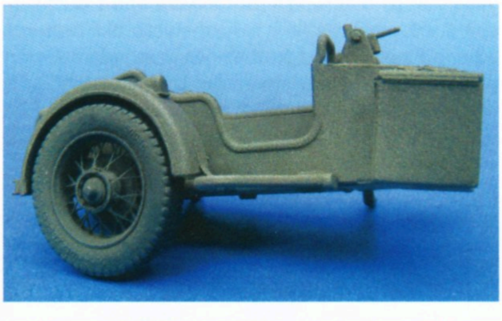




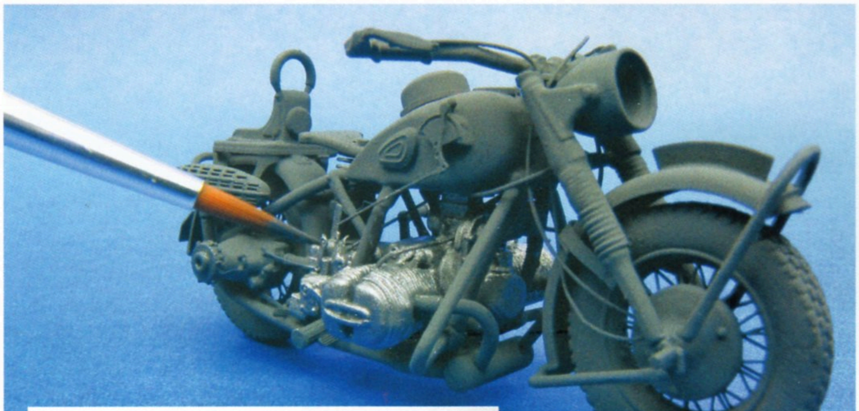
A moderate application of Tamiya Gloss provided a slight sheen.

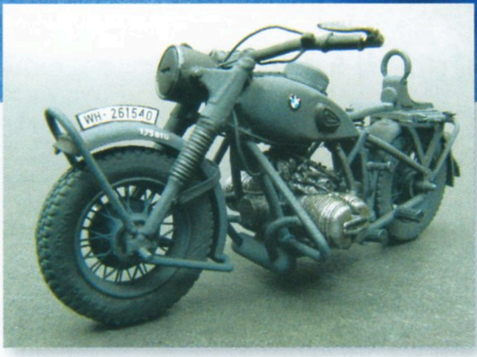


The dry-fitting of both the sidecar and motorcycle was crucial to ensure that there was no sag and that all three wheels touched the ground.



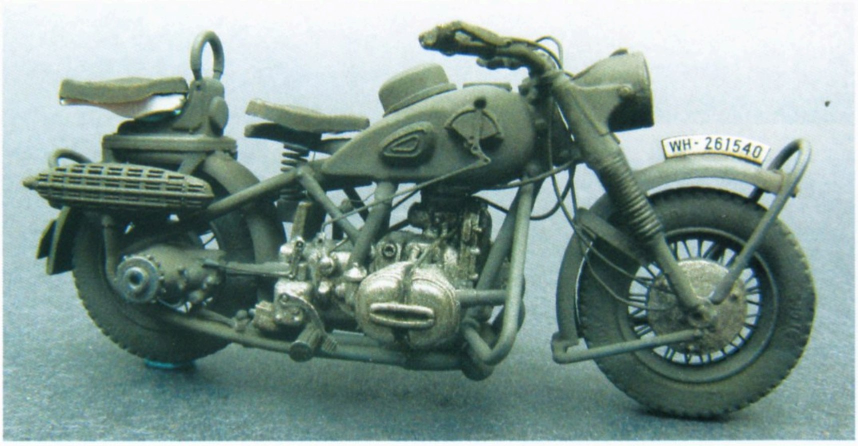
I added some details to the sidecar such as the fender light wires.

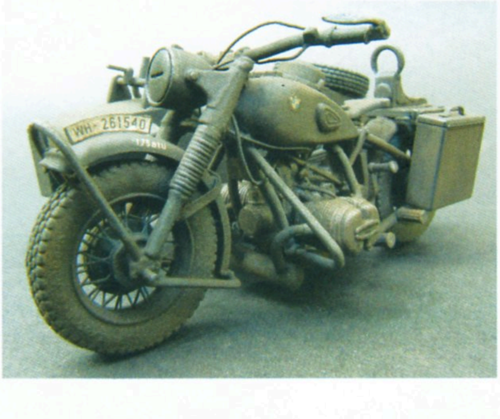




ABOVE: I started brush painting the engine using Xtracolor Oily Steel and Gunmetal.

LEFT: I added vehicle licence plate numbers, BMW crest on the gas tank, instrument dial and stencilling for the tyre pressure data.





ABOVE: The engine received a few dry-brushes of Humbrol Silver to help bring out some of the highlights on the engine fins. I also painted the rubber parts, the footrests and handlebar grips in Vallejo Black Grey. All cables were painted in Vallejo Matt Black.

LEFT: I added a few washes of Winsor & Newton Lamp Black and Sepia to the entire model and further dry-brushed the highlight points on the engine with more Humbrol Silver.

(bike, sidecar and trailer), a good soak in warm water helped remove all of the dust particles and provided a nice gritty surface to apply some Tamiya primer. I usually use Tamiya White Surface Primer on smaller models because I find the coverage to be very thin and opaque – and usually one light spray is adequate. The detail was so fine on the motorcycle that one application would probably suffice at the risk of obliterating the crisp details on the engine and spoke wheels. The model is only 5 - 6cm long so it was important to keep the airbrush flow to a minimum. A light airbrushing of acrylic paints to basecoat the three sub-assemblies was applied using a mix of Tamiya acrylics. I added vehicle licence plate numbers, BMW crest on the gas tank, instrument dial and stencilling for the tyre pressure data.

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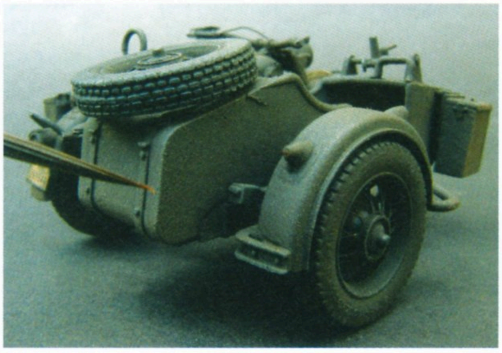
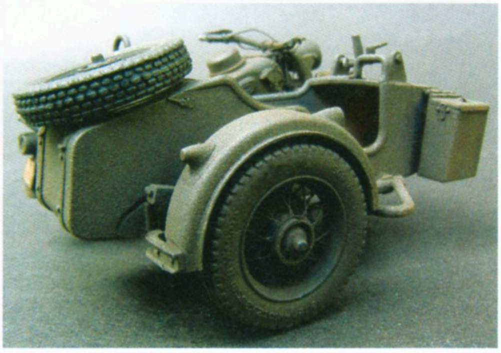
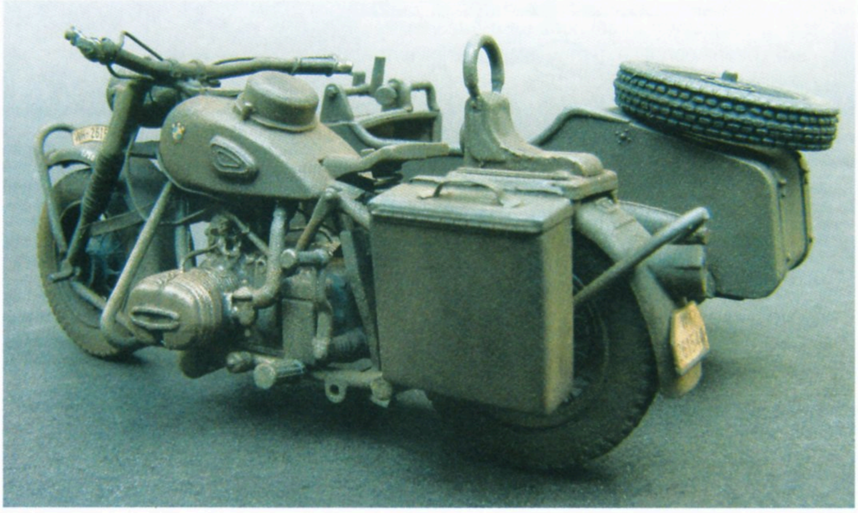
RIGHT: The wheels were washed in Raw Sienna mixed with black oils and some of this mixture was also applied along panels and rivets.

BELOW: A light overspray of heavily thinned Tamiya Buff provided a light dust appearance as well as a few carefully placed dabs of pastels on the tyres, around the inside of the fenders and along the lower parts of the motorcycle.



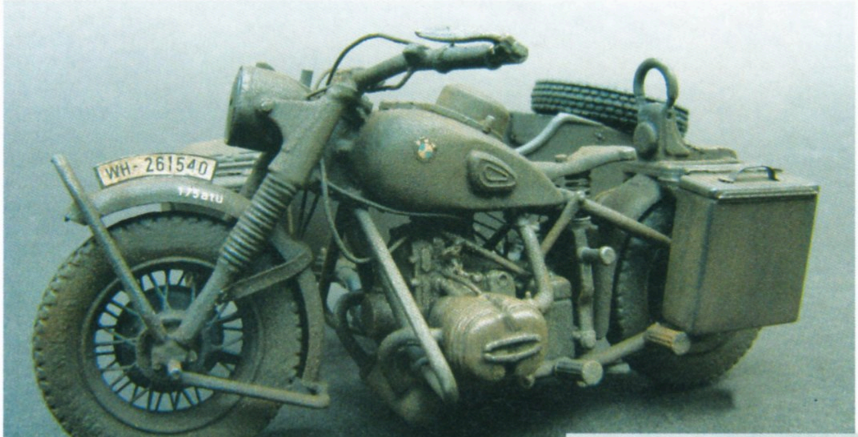


A light pinwash of Lamp Black was applied around rivets and on areas of high wear.



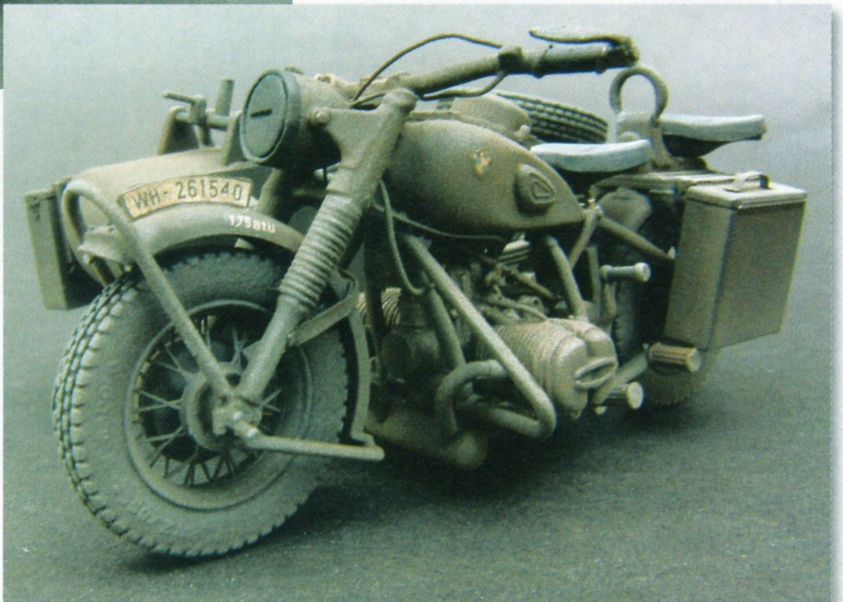
For detail work, I started in with brush-painting the engine using several colour photos from the internet of collector photos of antique BMW R75 and museum bikes. I began painting the engine details and pedal arms with Xtracolor Oily Steel and Gunmetal, always keeping my photo references at my side. I also painted the rubber parts, the footrests and handlebar grips in Vallejo Black-Grey. All cables were painted in Vallejo Matt Black. Once dry, I added a few washes of Winsor & Newton Lamp Black and Sepia and further dry-brushed the highlight points on the engine with Humbrol Silver 11. I then applied a light wash of Raw Sienna mixed with black oils onto the motorcycle frame. The wheels were washed in Raw Sienna mixed with black oils.

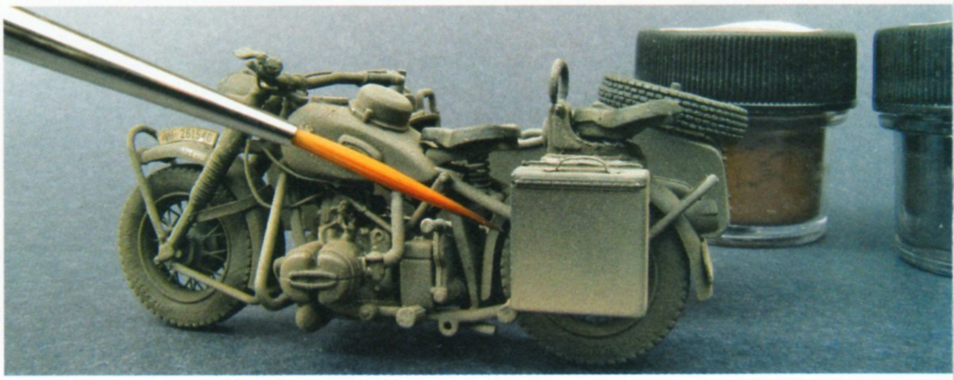
A light overspray of heavily thinned Tamiya Buff XF-57 provided a light dust appearance and a few carefully placed dabs of pastels on the tyres, around the inside of the fenders and along the lower parts of the motorcycle completed my weathering. A few scratches were added using Vallejo Black and small details such as the small lights on the sidecar fender and motorcycle rear fender were painted in Humbrol Red. For the front headlight, Great Wall Hobby offer the blackout cover and this was painted in Vallejo Matt Black. The motorcycle and sidecar seats were painted in a mix of Humbrol Black 33 and Flesh 61 and further dry-brushed with progressively lighter shades of the black and flesh base with more flesh colour.



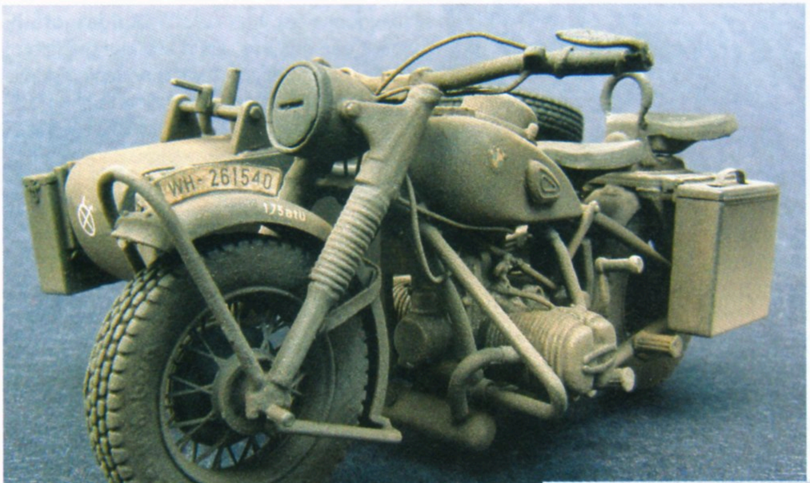
ABOVE: A few scratches were added using Vallejo Black and small details such as the small lights on the sidecar fender.

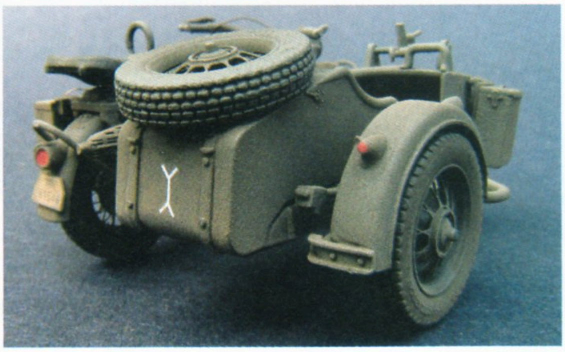
RIGHT: All of the washes had obliterated the dusting with the Buff so I reapplied a small but heavily diluted application of Tamiya Buff.





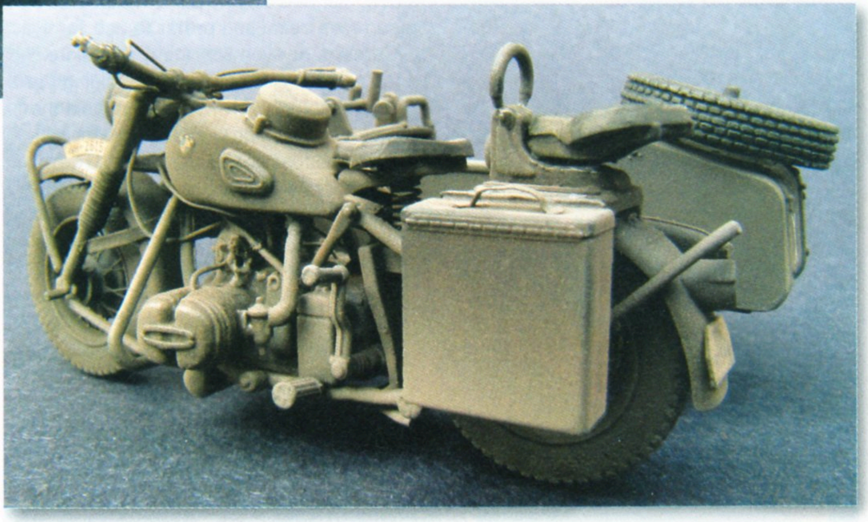
ABOVE LEFT: The motorcycle before the application of pastel powders. ABOVE RIGHT: Using earth-coloured pastels, I added various shades of pastel powders to the model paying particular attention to the lower part of the bike.





The last step was airbrushing Tamiya Thinners neat onto the model to help dilute the pastels and help the pastels adhere to the model.

BELOW: The completed model. Note the dusty appearance of the lower half of the model.



ABOVE: The model fully covered with various pastels.

The next step was some further weathering. Admittedly, motorcycles in the field never looked clean. Using earth-coloured pastels, I add various shades of pastels to the model paying particular attention to the lower part of the bike. Once the pastels were brushed on, I airbrushed Tamiya Thinners neat onto the model to help the pastels adhere to the model. This process was repeated several times until the effect that I was looking for was achieved.

Conclusion

This is a wonderful offering of the BMW R75 and certainly in a different category altogether from existing plastic motorcycle models on the market in terms of quality and precision. There are many small parts and much of the model will need to be built with a good set of tweezers and some patience. Many parts are suspended into place with a very small contact point, such as the wheels and fenders, so one needs to ensure that all contact points are sturdy and well cemented into place. One should not assume that because it is a small subject that it should take less time to build and finish. I spent as much time on this project as I would have on a tank. However, the end result is a superbly designed model of the classic BMW R75 that could easily fit on just about any small vignette or large diorama. In addition to this superb model is the Sovereign 2000 offering which provides finely detailed upgrades and replacement parts that brings this model to yet another level of accuracy and realism.

Suppliers

The Airbrush Company,
Marlborough Road, Lancing
Business Park, Lancing,
Sussex BN15 8UF.
Sovereign 2000, 4A St Luke's
Avenue, Maidstone, Kent ME14 5AL.

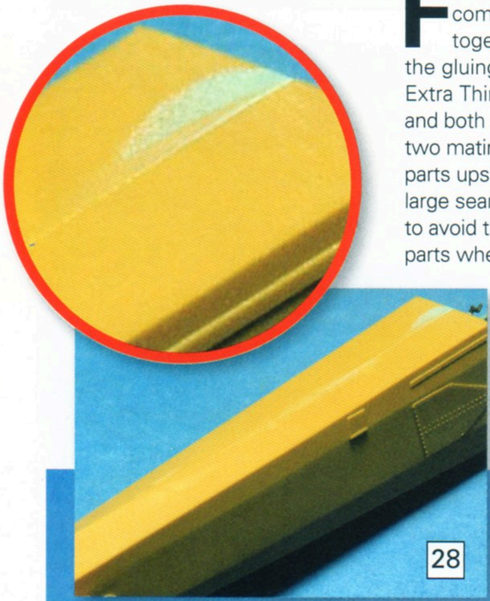
Fieseler Fi 156 Storch

Part 2

Mark Simmons completes his build of Tristar's 1:35 scale kit for this characterful German WW2 aircraft.

> *This Storch went together better than any aircraft I've ever built...*

For the second stage of the build the time had come to finally fit the two fuselage halves together. I sanded off any paint which was on the gluing surfaces because I prefer to use Tamiya Extra Thin Cement, or even Mr Hobby's version, and both require clean plastic to enable welding the two mating edges together. I always try to hold the parts upside down when applying thin cement to large seams like the fuselage halves, as this helps to avoid the cement pouring downwards and onto parts where it could leave a visible trace, especially if fingers are anywhere near it. Capillary action draws the cement up into the gap and, although it is a little awkward, it does leave a neater finish as well as avoiding that possible mishap. Gaps were barely visible once the glue had dried and minimal filling and fine sanding was required to just finish off the joins and get them nice and flush. **Photograph 30** shows how important it is to use a fine grade sandpaper to finish things off though. I used a roughly 200 grit sponge sander at that stage and it's clear to see that the scratching effect is evident even at this grade so I switched to a fine 800 grit paper to finish it off properly the next day. However, if this was getting a metal finish I would have to go a lot finer than that. This Storch went together better than any aircraft I've ever built so I was over the moon with the fit. **(Photos 28, 29, 30 & 31)**



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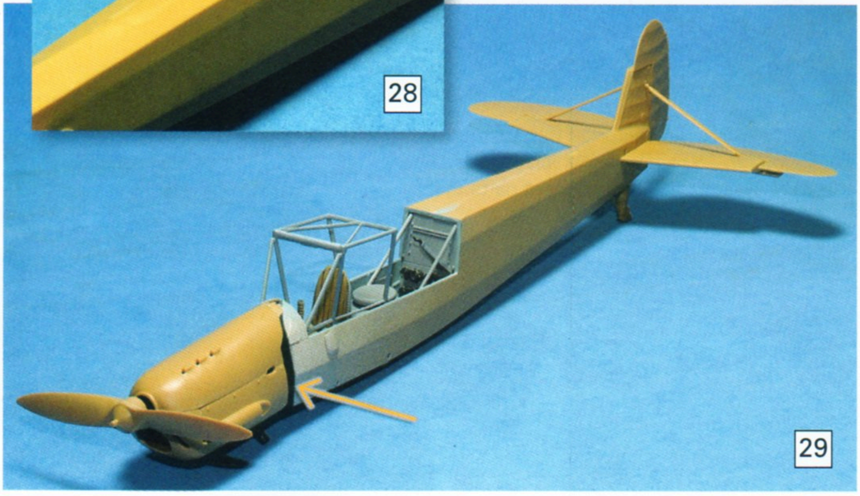

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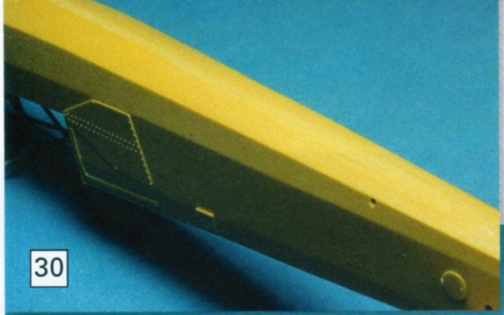
Next I had to deal with the canopy, usually it's a pretty straightforward affair but on inspection, like the instrument panel, there was a problem with the clear finish. There appeared to be a scratch, running clearly for about 15mm along the canopy, but also continuing along the entire length when inspected very closely. I tried to feel where the 'scratch' was, inside or outside, but I couldn't tell as there was no discernible ridge. My only conclusion was that it was a fault in the plastic so I therefore decided to try and remove it.

This was again going to be an awkward job due to the mark being on the inside of the canopy. I was limited with movement as I really didn't want to rub any of the surrounding plastic which would inevitably caused me to have done lots more sanding and polishing. Using Micro Mesh polishing cloths I started with the coarsest grade in their pack, (if you can really call it coarse as it's a 3,000 grit cloth that barely has any grit to it). Several hours later, I was at the finest grade of 12,000 and hoping that I'd done enough to rid cure the unsightly problem. Thankfully it had gone fairly well, as once I double dipped it in Klear the imperfection had all but disappeared. **Photograph 32** shows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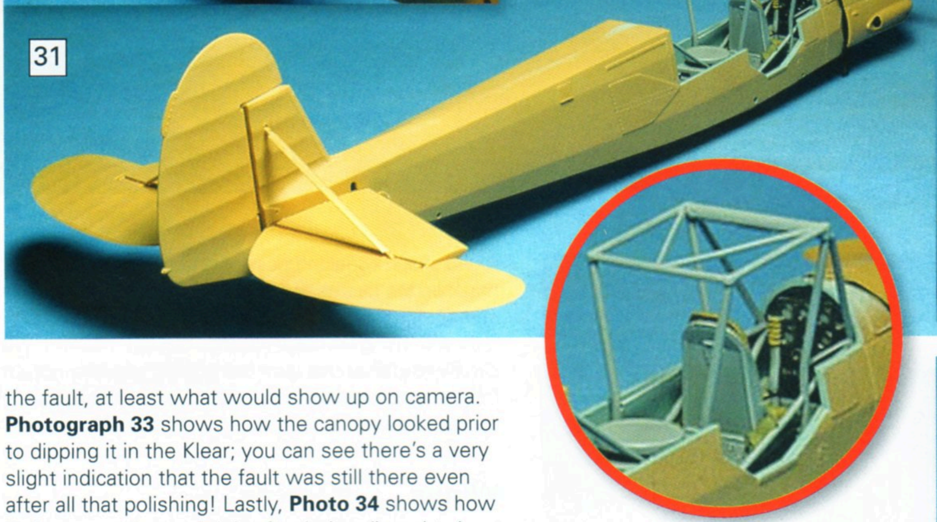
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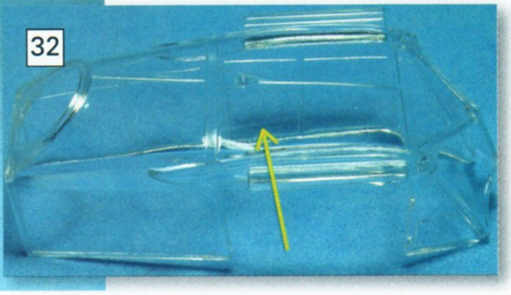
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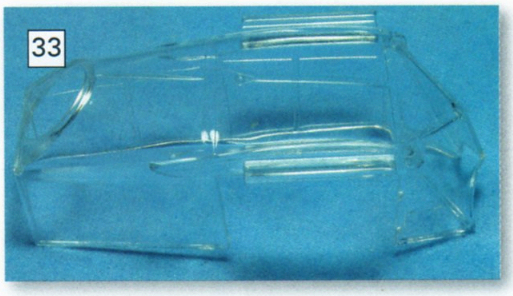
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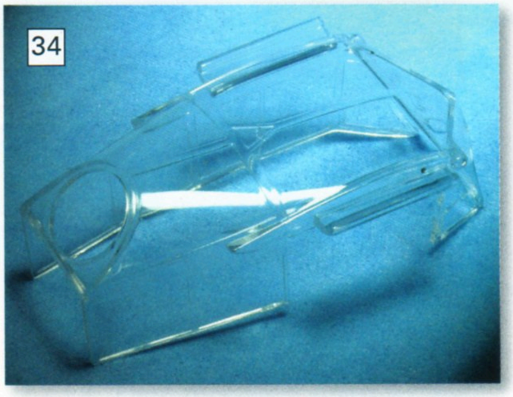
34

the fault, at least what would show up on camera. **Photograph 33** shows how the canopy looked prior to dipping it in the Klear; you can see there's a very slight indication that the fault was still there even after all that polishing! Lastly, **Photo 34** shows how it disappeared completely after being dipped twice in Klear. Incidentally, this was the old Klear, the formula of the product has now sadly changed.

Canopy masking

This was an area that I found later to be a problem one. I mention it now because this may be where you do this job too and pointing out the problem is important. I attempted to use the kit supplied masks but, on this occasion, it was a bad choice as I later found that they lifted under any kind of paint and I had some cleaning up to do. However, the real beauty of using Johnson's Klear for a canopy is that you can easily clean up any acrylic paint overspray with a cotton swab dampened with clean water. Just a few rubs over the 'infected' area are enough to rid the nuisance paint completely. If you wait for a few days you can even mask off the edges where you want the paint to stay and get right up against those frames with the cotton swab creating a very clean edge. If you do this though I'd strongly advise taking a lot of the tack off the masking tape beforehand by sticking it to the palm of your hand a few times before using it on the painted canopy.

Once I discovered the issue I replaced the culprit masks with Tamiya Masking Tape, cutting out the shapes with a new scalpel blade in my knife. In fact even early on I had to replace the smaller kit masks with Tamiya Masking Tape as shown in the two photos because they simply wouldn't stick. This problem could also be down to the Klear too though as it gives you such a glossy slippery surface that only the best tapes will adhere to it. Actually, sticking the canopy to the cockpit walls was a task and a half with those three extra pieces that needed fitting to the bottom sides, one length for the left side and two for the right where the door separates them. I was hoping that I could build the canopy off the model and just slot it in place but the large framework in the cockpit was stopping that dead. Even removing one side of the extra 'glass' wasn't enough to get it over that frame, so all I could do was get the top half of the canopy situated but sitting slightly away from the fuselage to allow some extra room for movement. I therefore turned the model upside down and used Blu-Tack to hold the front of the aircraft perfectly in place while I slotted those side pieces in the gap which was lined with Gator Glue on the canopy side. To hold the pieces I used a stick with Blu-Tack on the end because they needed to be fitted from inside the canopy and pulled into place. I pulled them outward carefully lining them up and luckily they went into place against the main canopy structure pretty easily with no mishaps. Maybe I could have got the side pieces situated first and let them dry for a day before fitting the top half of the canopy but there was always the risk that they wouldn't line up and with a painted cockpit that could have been messy. At least this way I had the chance to make light adjustments before the parts were dry and it ensured everything was lined up perfectly. I left the canopy like this for a day to allow the glue to fully cure and then pushed it down onto the cockpit walls and it all fit perfectly. **(Photos 35 & 36)**

Masking the small round, and domed, gunner's window was never going to be easy using the kit masks due to their non-conforming thickness so I never intended to use those for that job. Again I used Tamiya Masking Tape but because of the perfectly

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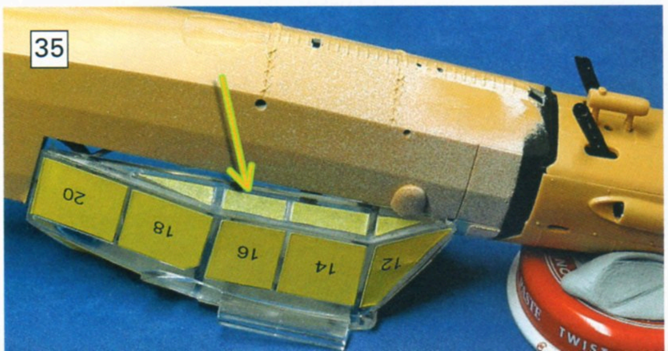
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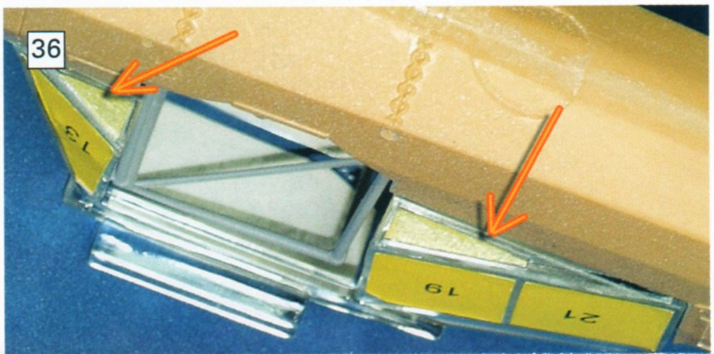
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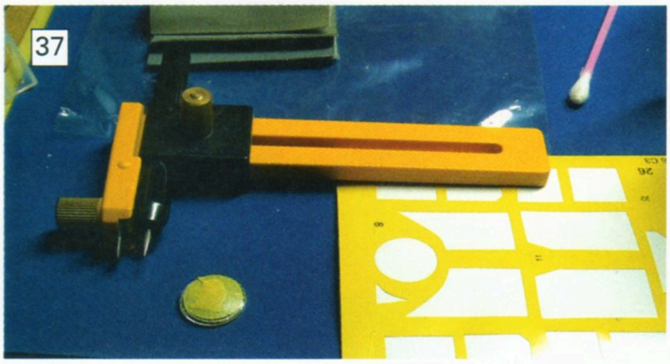

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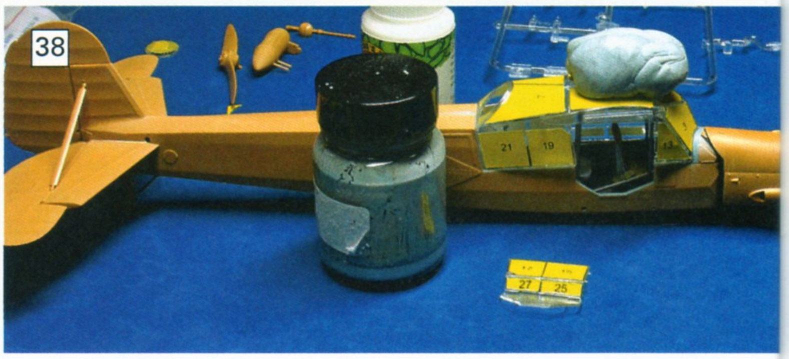

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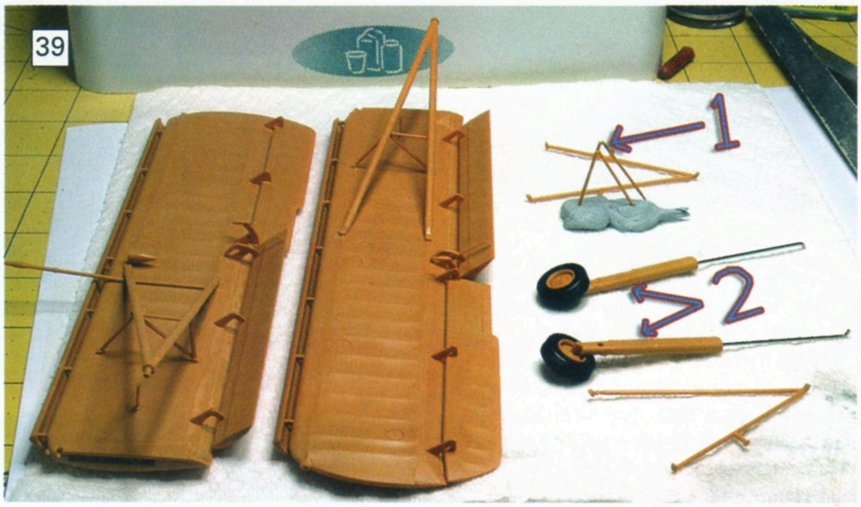

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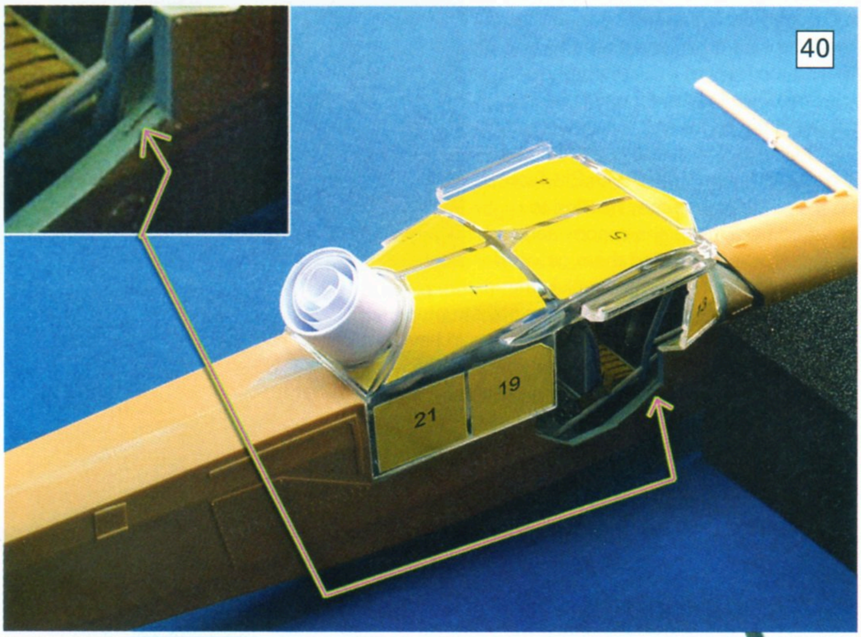

round shape I couldn't possibly attempt to cut the mask on the part itself, my hands aren't steady enough for that sort of job. So I laid out some wide tape and, using my circle cutters, cut out a 13mm circle and placed that over the domed window, not forgetting to patch up the small hole that the cutter makes in the centre of the circle. **(Photo 37)**

Wings

The next step was to put together the wings and attach them to the model. Looking at how the wings attached to the top of the canopy it was clear that the canopy would have to be very strong to hold most of the weight despite having support rods on the wings that attach to the fuselage. So I left the canopy to dry for a day before going anywhere near it with those wing roots. A large ball of Blu-Tack was left on the top of the canopy while the fuselage was supported in an upright position; this provided just enough pressure on the canopy to keep it in place for the day. **(Photo 38)**

The wings themselves went together beautifully using Extra Thin Cement in the same upside down manner previously mentioned. I did have some damaged parts in the box though, but looking at them it's understandable why they broke, as they are very delicate. The No.1 on **Photo 39** shows the culprits, the V-shaped rods that help support the wings. Both were broken at the top of the V and the best method for fixing these I found was to place the parts in Blu-Tack, positioned in their rightful place and simply add a drop of extra thin and leave well alone for a few hours. I also opted to scrape away at the inside edge of the female joint on the wing routes and the male joint on the canopy using a scalpel blade

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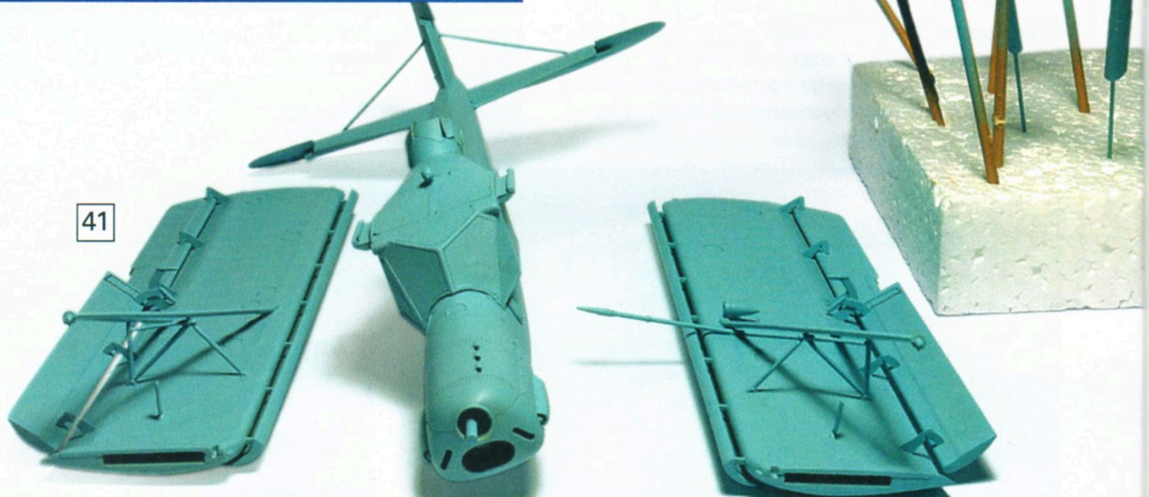

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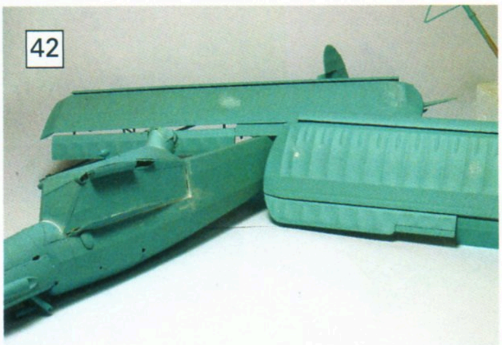

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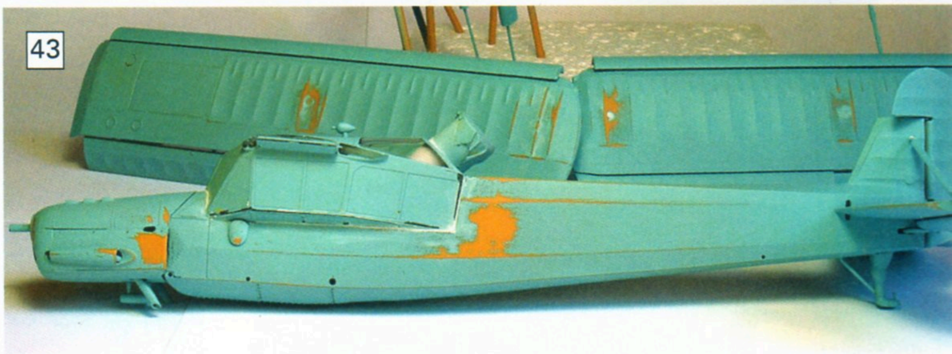
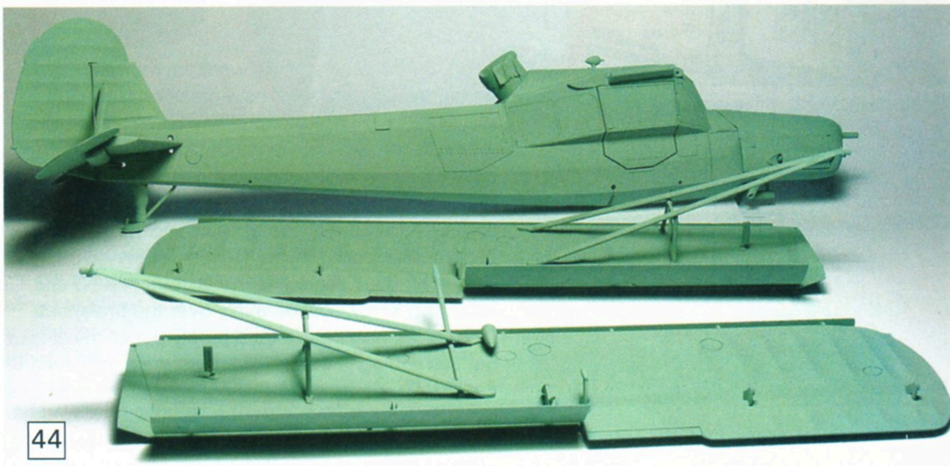


to create a slightly looser fit. I'm glad I did this as, even after this precaution, it was a fairly tight fit once everything was painted. This is certainly the point where I don't want to be messing about too much with dirty jobs. The No.2, also in **Photo 39**, shows the metal-pinned undercarriage. There are two choices in the box, one for the Storch in the air and obviously the other for one on the ground. The metal pins are a very nice well thought out addition to the kit from Tristar, it means that the model will be strong enough to place in a diorama in a more action oriented pose using the legs as an anchor point. For this one I was always going to have the model on the ground and at some point I also plan to include a small scene around it which will set it off perfectly, at least that's the plan. **(Photo 39)**

Before moving I'd like to point out that there's a small 'seam' on each side of the doorframe on the fuselage. I was tempted to remove them earlier on in the build due to it looking very much like a flash seam. Later when I was fitting the door it became clear that I did the right thing leaving them on, it's the only thing stopping the door from falling inside or sitting out of sync at the bottom! **(Photo 40)**

Painting

At this stage the wings are still off the model so as to allow easier access for painting the camouflage scheme and any photos showing them in place were merely taken with a dry fitting to see how things were looking overall. I started the main paint process with a quick spray of the interior cockpit colour over the canopy and door. This ensures a colour match when looking through the canopy to see the inner colour of the canopy frame. It was at this stage that the earlier mentioned issue with the kit masks became apparent too. I then proceeded to airbrush on a bright light blue acrylic all over the model. A nice bright primer colour will help to keep the base coat of the camouflage light and ensures I'll have to put less paint on to get the tone I'm looking for which in turn keeps the detail level up. A primer colour like this also has other advantages, or disadvantages depending on your point of view. It shows up any defects in the model finish much better than a black or a white primer would do. On this occasion it showed me a few faults that I wasn't aware of, or at least I wasn't so drawn to. Seeing as the primer I used was an ordinary Vallejo Model Air acrylic paint I had to wait at least a day before attempting to do any kind of repairing or sanding as the paint does stay fairly soft for a while especially when it's been applied liberally like this. With hindsight I'd have been a lot better off using Tamiya's acrylics for this job as I'd have been able to work on it within an hour. **(Photo 41)**



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The actual work needed was minor filling around the front of the canopy where the gap was a little too large. For that I ran some Vallejo Filler, which comes in a tube with a very handy thin outlet nozzle to get it into these small areas. It's also very thin and can be easily shaped and removed with a wet finger or cloth or even sculpting tools and it dries fast so I'm able to go over it again within half-an-hour. From gluing the wings together there was a fault that appeared on the face of the wings, this appeared to be caused by using glue on the locating holes and nubs in the centre of the wings, maybe I used too much glue, I'm not sure, but I know I hadn't seen this fault until now. I again used Vallejo Filler for this. **Photographs 42 & 43** shows the location of these issues and you can see they aren't too apparent and could possibly be ignored especially with a heavy camouflage going on which would help to disguise them. However, I chose not to chance it and took the time to reduce the problem. Once all the filler was dry I used a fine micro mesh cloth, I believe it was 3600, to gently wipe over the whole model, this smoothed the paint and blended out any edge where the sanding had left a ridge in the paint. Smooth finishes are very important on aircraft models where rough paint would show up badly under any weathering, particularly a wash where it would lay on the rough suffice rather than flow into the panel lines.

Rather than prime again with the same colour I used a mix that was to be used as the base colour for the underside of the model, Tamiya's Light Blue XF-23 and some White. **(Photo 44)** I then highlighted the model's high points with a whitened mix of the basecoat and followed that with a Tamiya acrylic NATO Black XF-69 pre-shade which was needed more around the wings and towards the front of the fuselage. At this stage I had noticed that the MG15 was a little under detailed for my

> *...it's the only thing stopping the door from falling inside...*

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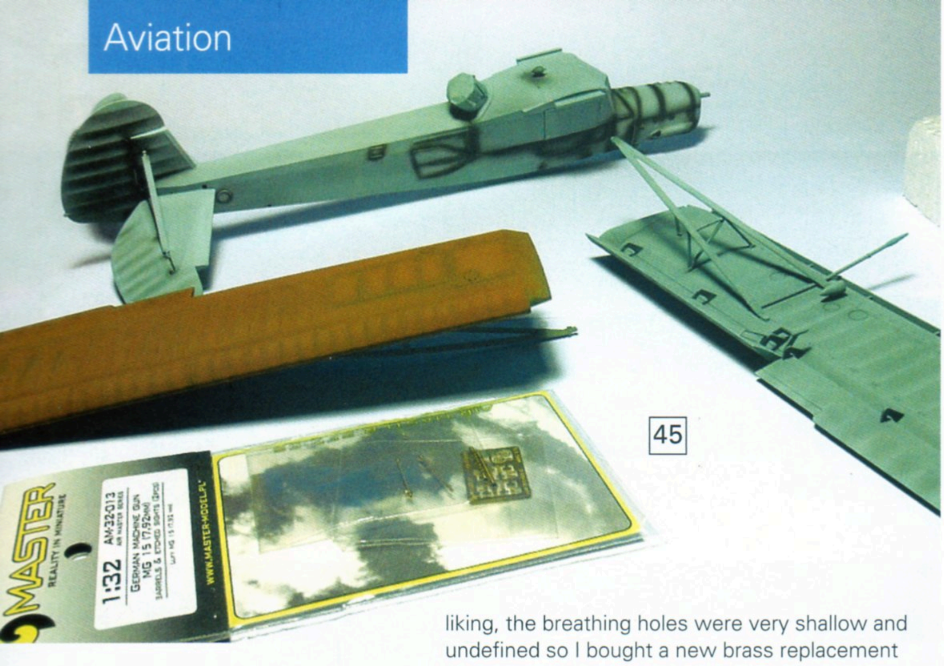

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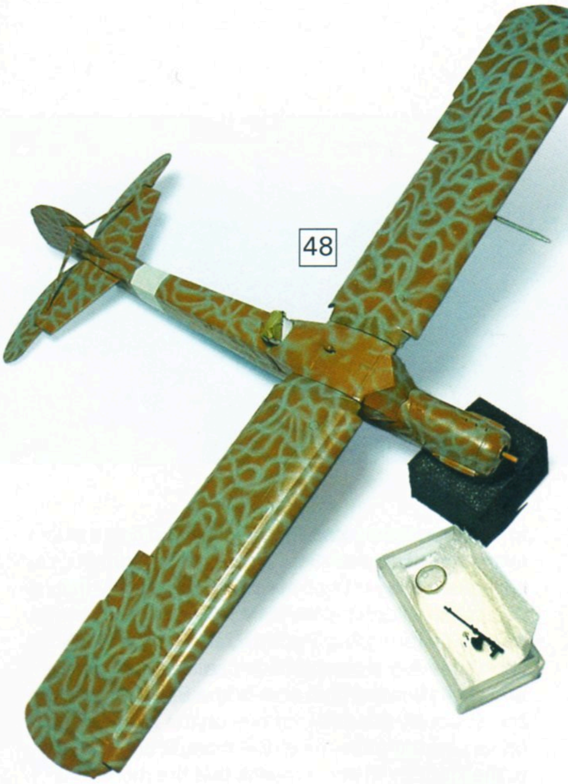

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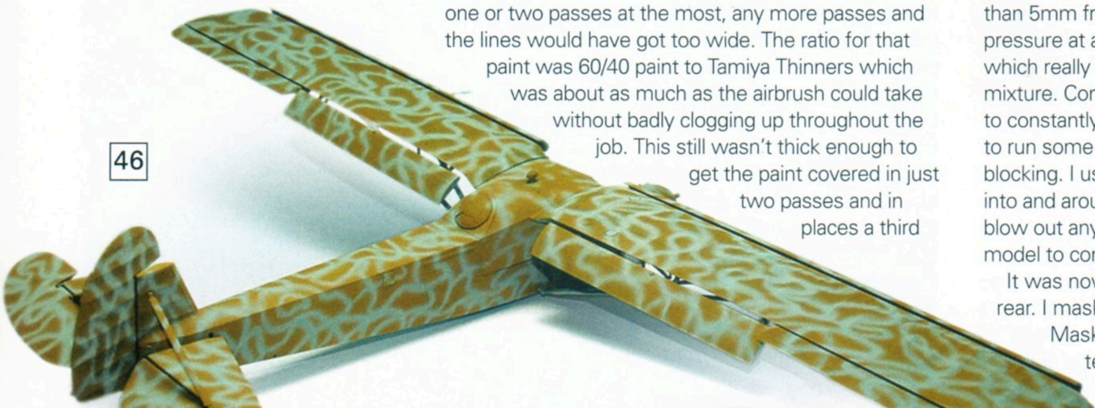
liking, the breathing holes were very shallow and undefined so I bought a new brass replacement as can be seen in the photo. You can also see the model at the various stages of paint with the main body being in its pre-shaded guise, the underside of the wing having had its base coat and the upper surface has had its base tan colour consisting of a very much random mix of Desert Yellow XF-59, Red Brown XF-64, Flat Red XF-7, Flat Yellow XF-3 and Flat Earth XF-52 applied thinly over the pre-shade. This colour was determined purely out of my aim to get something with a bit of an orange/ginger type tint that would be set off nicely against the light blue. **(Photo 45)**

The next job was the camouflage pattern, consisting of the base light blue and white mix. This was sprayed as thick as I could get it to flow through my Custom Micron because I wanted to get the pattern on in one or two passes at the most, any more passes and the lines would have got too wide. The ratio for that paint was 60/40 paint to Tamiya Thinners which was about as much as the airbrush could take without badly clogging up throughout the job. This still wasn't thick enough to get the paint covered in just two passes and in places a third pass was necessary. No masks were used at all as you can probably tell. I tried to keep it as natural as possible but it's not an easy thing to do and once finished I had been staring at it for so long that I couldn't tell if I even liked it or not! **(Photo 46)** You can see that with the wings in place there was no way I could have kept the pattern flowing around the cockpit area, especially as I would have had to mask those support rods and under surfaces too. I worked at a distance no further than 5mm from the surface, but I had to keep the pressure at around 15psi due to that close proximity which really didn't suit the thicker than usual paint mixture. Consequently, to get the paint to flow I had to constantly take the airbrush away from the model to run some thinners around the nozzle to stop it blocking. I use an old paintbrush to dab neat thinners into and around the nozzle and needle and I always blow out any excess before I return the airbrush to the model to continue painting. **(Photo 47)**



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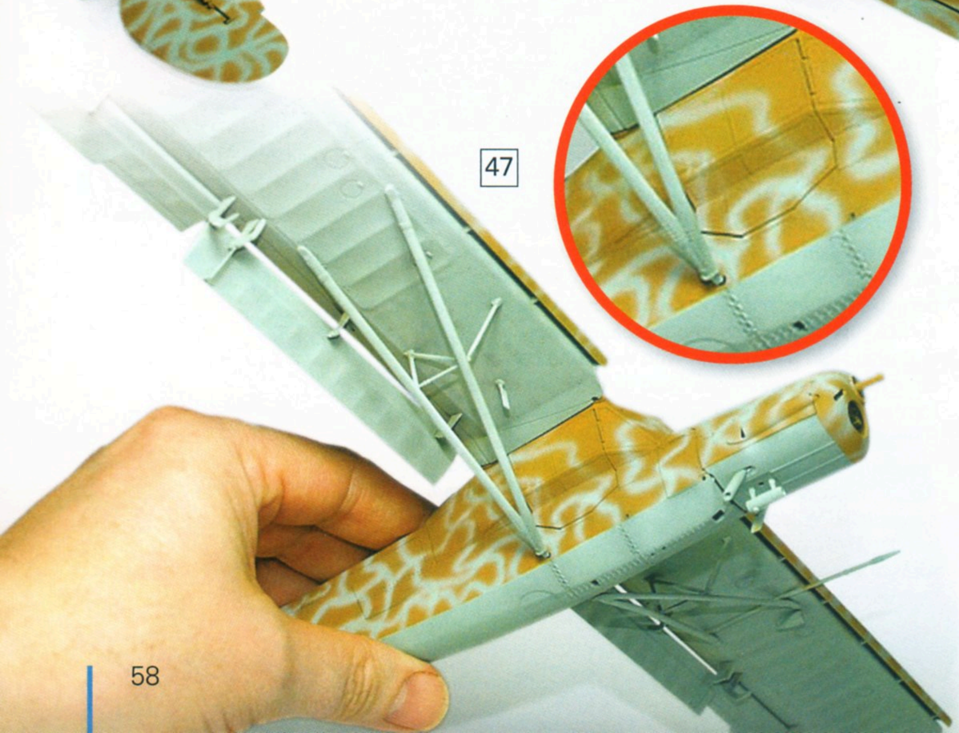

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It was now time to add the white stripe at the rear. I masked off the immediate area with Tamiya Masking Tape and then used a loose masking technique to cover the rest of the model. This mask consisted of scrap paper and kitchen towel held on with very low-tack masking tape. The reason for such extensive coverage was because I was using the Games Workshop Skull White spray primer again and limiting the overspray to just around the immediate area wouldn't have been possible. After a few hours drying I sealed the whole model with three light applications of Vallejo Clear Gloss Varnish and dried this between each layer with a hair dryer. **(Photo 48)**

Decals

With the gloss coat fully cured overnight, it was now safe to use Micro Set and Micro Sol. I find that using them over a varnish that hasn't had as much time to dry tends to turn the varnish a milky colour. The decals were very well printed and I'd go as far as to say that they were the best I've used to date. The big red decal on each side of the cowling even held together after lots of manipulating to get it into place. I had to cut a small portion of this decal off in one place, around the top vent, which is shown

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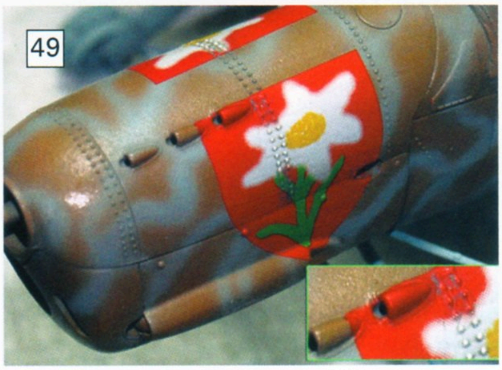

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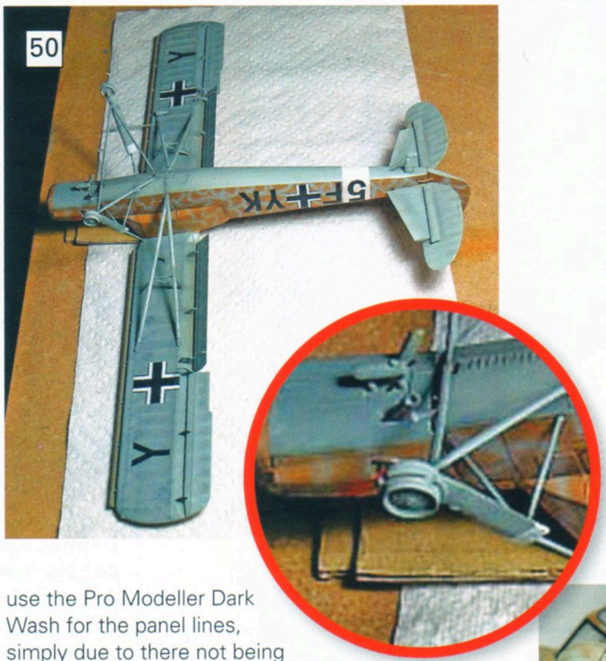


in **Photo 49**. However, I just could not get it to bed down over this in any way that wouldn't require it needing a touch up with red paint.

The rest of decals went on very well and I was able to get the sealing layers of varnish on the next day for which I used Vallejo Satin in three light coats. I chose satin because I needed to paint that red area in and paint sticks much better to satin than it does gloss. For the red I mixed up some Vallejo Model Color Red and Scarlet with a drop of Orange which seemed to be a pretty good match. I then applied a light grey filter over the whole model to fade the paintwork and help blend in the decals.

Final wing fitment

I now decided to permanently fit the wings in place and for this I used a good PVA glue. I have been told that I could use super glue on clear parts that have had a liberal application of Johnson's Klear but I still couldn't bring myself to do this. Instead I opted for the safe choice of PVA which, not only takes away the chance of the canopy fogging up, but also gives me plenty of time to make sure the wings are properly in place. As you can see in **Photo 50** the front of the model is resting on a piece of thick cardboard, this was just the right depth to hold only the canopy up off the work surface which in turn dropped the wings down, due to their own weight, till they touched the surface. This kept the join at the wing root tight across the top of the canopy and I could leave it here overnight to allow the PVA to cure. If the wings were put in place with the aircraft standing on its undercarriage the weight of the wings would have pushed them down just enough to leave an unsightly gap across the top even with the help of those wing supports.

Weathering

This process was kept fairly minimal due to the references I had not showing any heavily-worn Storchs, so I just carried on with the fading process using more grey filters, three in total. These were applied very lightly with a good quality brush and worked in the direction of the airflow, each filter was followed by a coat of satin clear to seal it. The oil dot technique was used next, or at least a variation on the technique whereby I apply the colours in certain areas to add highlight and shadow. Whites and yellows were kept on the raised surfaces and browns were restricted to the recesses. Some green, red and blue oils were mixed in here and there to add a bit of depth and again the model was sealed. I then decided not to use the Pro Modeller Dark Wash for the panel lines, simply due to there not being too many actual panel lines. I needed something I could control better so I opted to use a black ink 0.05mm pen. I applied the ink in all of the gaps and around any raised objects and gently wiped the lines with a damp cloth to pull the ink out and backwards in the direction of the airflow once again. The effect worked very well but, due to the wiping, I had lost a lot of the ink from the grooves and pretty much all of it from the details that were more stand-alone. I therefore applied the black ink again in the same places, but this time I left it well alone for a good couple of days before I sealed it with Vallejo Matt Varnish.

Finally, using a W&N Series 7 000 paintbrush, I started to add the last touches. I detailed the canopy frames by outlining them in a dark grey and removing any paint with a damp cotton swab if I managed to stray off the line. This did leave a little bit of a dulling effect on the canopy glass though, but looking at it I thought it would be best to leave it like that as the windows of these desert used aircraft wouldn't exactly be too clean.

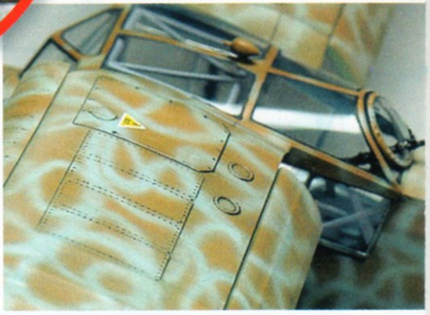
Conclusion

The diorama previously mentioned will determine the absolute final touches that need to be made to this model. The tyres will be weathered with the same dust that I'll use on the desert floor and I'll also lightly dust over some of the airframe and canopy. The latter will be extremely light though because even the slightest amount of pigment on clear plastic has a vastly exaggerated effect. I will also add brake lines at that stage because I still have plans for the undercarriage that will give the scene some credence.

I would highly recommend this kit to anyone despite the issues with the clear parts, the fit is exceptional and the finished model is well worth the effort with no real need to buy any after-market extras.

Acknowledgements

I would like to thank my wife Christina and my kids for all the support and patience they have for me, not just with my modelling, but also in writing the articles. Thanks to all the guys on **militarymodelling.com** who offer their help and support freely to all members on the site. I hope this article was of some use to you and that it may encourage those who steer clear of aircraft builds to maybe have a go, it's certainly a lot of fun! MM



> *"...no real need to buy any after-market extras."*

Out of the Box

Andrew Wilson presents a regular look at what's hot in the world of ready-made die-cast and plastic models.

Corgi Aviation Archive - Westland WG-13 Lynx AH7 – XZ221, 9th Regiment, 16th Air Assault Brigade, Dishforth 2008. Limited edition of 3,000. 1:72 scale. RRP £40.99.
Designed and built in Yeovil, Somerset the Lynx made its first flight in 1971 and started operational service in 1977. It was renowned for its speed, holding the world record for a helicopter, reaching 400.87km per hour, albeit with modified rotors. Nevertheless, its speed, versatility and manoeuvrability ensured its success with the armed forces of over a dozen nations and the British Army alone ordering 100 for a variety of roles including anti-tank warfare. So this is a versatile helicopter for Corgi to use as a base model.

This particular model is an air assault version and comes complete with side mounted rockets, full interior detail, including pilot and co-pilot, what look like photo-etched wipers and a great paint finish. The model comes carefully packaged with clip on rotor blades and their usual stand.

Unimax Ages of Action Knights Templar - Brother Jacques Martel. 1:18 scale. RRP £8.99.
Unimax have a tradition in producing military historic models and their latest range of 1:18 scale figures is branded 'Ages of Action' and features an initial six figures from different historical eras, including a Knights Templar, the subject of this review. Unimax are no strangers to model military model figurines but this new range is designed to tie in with Osprey Publishing and their collection of illustrated military and historic reference books.

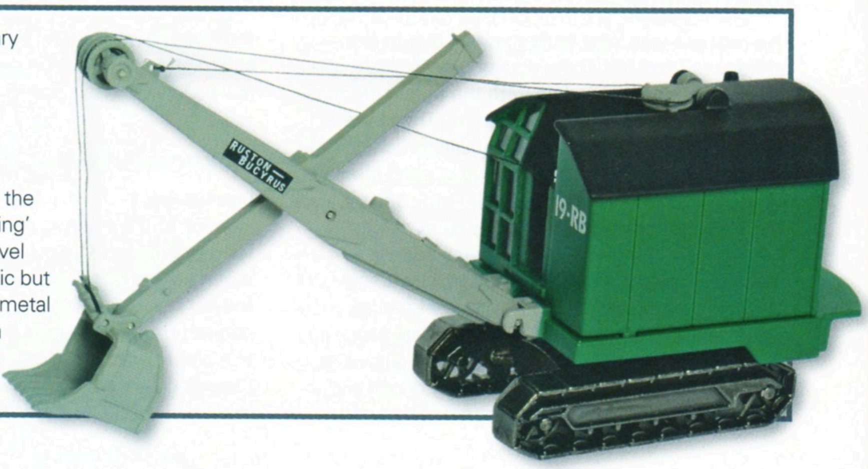
The Templar order was formed after the first crusade to protect Christians travelling to Jerusalem and the holy lands. Their headquarters was on Temple Mount in Jerusalem, which they believed stood over the site of Solomon's temple – hence their name - and they existed for nearly 200-years before being stripped of their status and formerly disbanded by Pope Clement V in 1312.

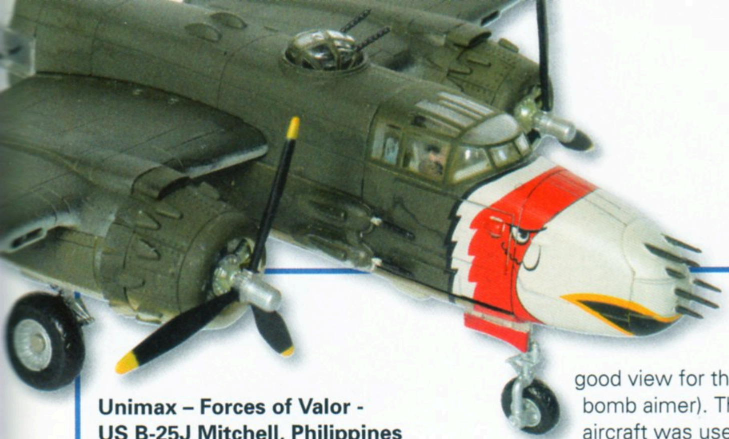
Moving on to the model, it stands about 4 inches high and comes complete with attachable base and a number of accessories, including a spear, sword (in addition to the one in his scabbard), helmet, shield with straps to hang around the neck and hand straps to grip with, mace and a curved knife.

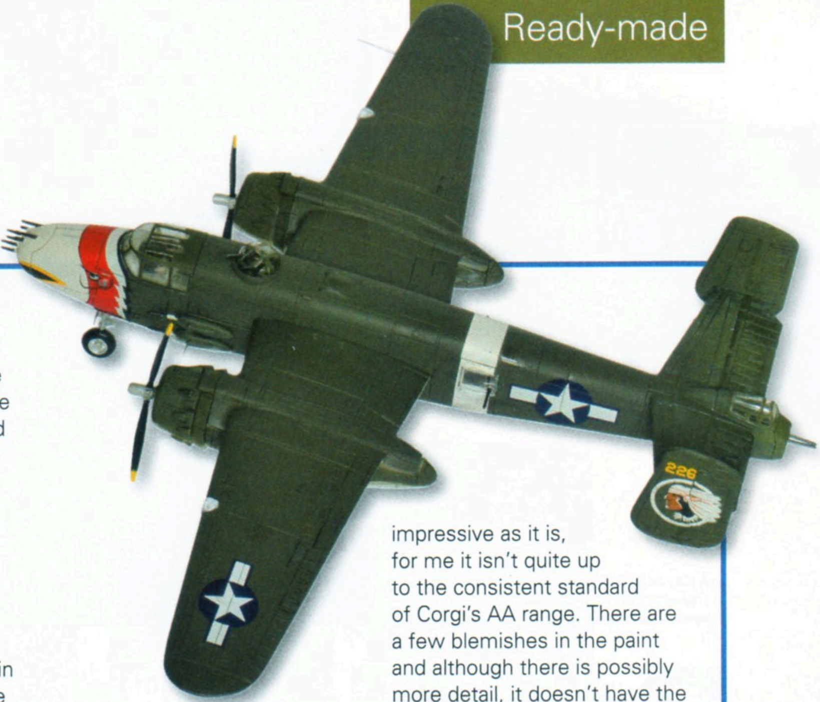
The figure is fully articulated with jointed feet, arms and head and can therefore be posed to suit, including with or without helmet in place. Paint finish is a weathered silver and black to represent the chain mail armour, a white surcoat with a small red crusader cross and brown staining around the bottom edges. Special mention should be given to the face, with piercing blue eyes, a stern expression, frown lines and moustache and beard – quite impressive for so small a scale. I suspect that Brother Jacques Martel is not meant to be literal historical figure but, nevertheless, is a very authentic and imposing representative figure, with great appeal at a good price.

Corgi Ruston Bucyrus 19 Face Shovel – Circa 1937. Corgi Trackside range. 1:76 scale. RRP £20.
The Ruston Face Shovel was the result of a partnership between the US based Bucyrus Limited (established 1930) and UK based Ruston and Hornsby (established 1857) and was produced from 1937 until 1967. The Face Shovel would have been used in various industries and it too would make a nice accompaniment to a military diorama, either railway or airfield based.

The model itself is quite complex and as such commands a much higher price. This is mainly due to the complex and working 'rigging' and articulation for the shovel mechanism. It looks realistic but to my eyes, the one-piece metal track system lets it down a little. Still, it is an appealing and unusual model.

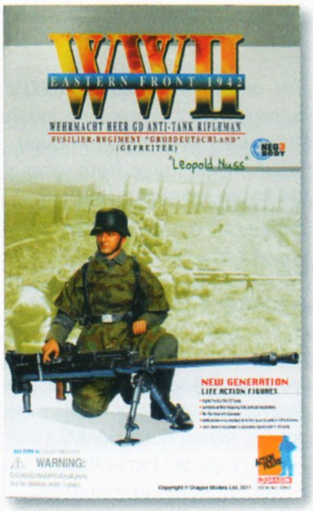


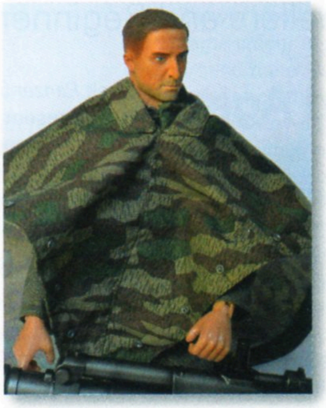




Unimax – Forces of Valor - US B-25J Mitchell, Philippines 1945. 1:72 scale. RRP £52.99.
This model represents the 'J' and last version of the famous B-25 medium bomber, the only US aircraft to be named after a person, General Billy Mitchell. First flown in 1940, the 'J' version is distinguished by host of improvements including improved front facing machine guns for strafing, making a total of 18 guns in this 'solid' nosed version (as opposed to the glass fronted version which afforded a good view for the bomb aimer). The aircraft was used extensively in the Japanese conflict and this later version is what Unimax have chosen to model.

The model itself is large and impressive. Clearly designed to compete with Corgi's Aviation Archive range, it is detailed and heavy – clearly mostly die-cast in construction and care should be taken in handling it. It has a host of features such as attachable undercarriage (and stand), movable gun turrets, opening bomb doors and guns and antennas a plenty. It has realistic panel lines and printed insignia and paint decoration. However, impressive as it is, for me it isn't quite up to the consistent standard of Corgi's AA range. There are a few blemishes in the paint and although there is possibly more detail, it doesn't have the uniform quality look of the best Corgi AA models. But I'm nit-picking, if you like the model, it's certainly worth investigation.





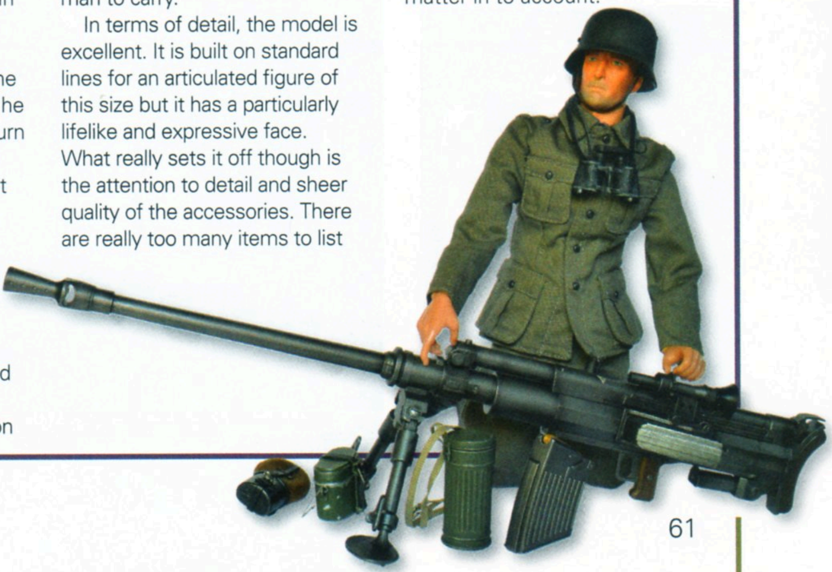
Dragon Action Figure – WW2 Eastern Front 1942 Wehrmacht Heer GD Anti-Tank Rifleman Fusilier Regiment 'Großdeutschland' (Gefreiter) 'Leopold Nuss'. 1:6 scale. RRP £79.99.
Modelling larger scale figures is a long established and popular branch of model making, as witnessed by ***MM's*** recent *Collectors' Edition Model Figures Special*, and ready-made 'authentic' figures have also been available from specialist producers for many years. However, these have been traditionally in the areas of Sci-Fi and film characters but in recent years this has moved into the field of military models with Dragon taking a big lead. I suppose the most famous soldier figure is Action Man and, at around 12 inches high this model from Dragon is a similar size, but that's most definitely where the similarities end!

Dragon produce a wide range of figures but have recently introduced an extensive range of super-detailed 1:6 scale WW2 soldier figures, of which Leopold Nuss is an example and one of the most interesting ones too. In addition to the extensive range of clothing, personal weapons and equipment included with the model, as an anti-tank rifleman he comes complete with a Solothurn S18-100 Anti-Tank Rifle, which on a scale basis is approx 8 foot long! Thus the opportunity for diorama modelling or display value is very impressive.

The Solothurn rifle is an interesting piece of kit. It was a joint Swiss/German design, developed during the 1930s and sold to a number of European countries pre-WW2. The version modelled here is as used as an anti-tank device by a private first class of the *Großdeutschland* or Greater Germany Motorised Fusilier Regiment on the Eastern Front. However, it had limited success against the more modern Russian tanks and was an impractical weapon in many ways as it was heavy and bulky for one man to carry.

In terms of detail, the model is excellent. It is built on standard lines for an articulated figure of this size but it has a particularly lifelike and expressive face. What really sets it off though is the attention to detail and sheer quality of the accessories. There are really too many items to list but just picking out a couple should illustrate my point. The water bottle is made from eight separate parts that I can see, including a soft 'suede' finish on the bag itself, metal harness fixings and a plastic (leather) strap around a metalised weathered section. The headgear consists of a cloth field cap plus a weighty metal *Stahlhelm* M35/40 helmet complete with protective and adjustable under-cap for it to sit on, enabling a realistic fit on his head. Also included is a *Zeltbahn* camouflage cape, full mess kit, spare magazines, Walther P38 and holster, gasmask, binoculars and collar tabs, a cuff title (Post-1940 version), *Wehrmacht* National Emblem and shoulder tabs.

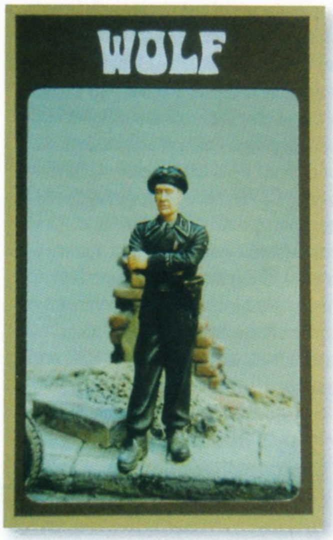
At £79.99 this model is not cheap, but I believe this is good value when you look at the quality of the workmanship and take the interesting subject matter in to account.



Mike's uncomplicated methods, shown in these articles, will produce this figure posed next to a Panzer III of the period.

Painting 1:35 scale figures with acrylics

Michael McLaughlin's series for AFV Modellers and Beginners.



The box art of the figure featured in this article: Wolf Models item WAW17. The subject of the model is a Waffen SS Untersturfuhrer.

The contents of the box which show the sharp sculpting and crisp casting which is synonymous with Hornet and Wolf.

Part 2: Youth and Age

The first article in this series (***MM*** Vol.41 No.9) produced a clean-shaven face with a little age. In this article I shall start on a figure which is ideal for beginners and, as WW2 German AFVs are probably the most popular AFV subject, it is a useful figure for this area of interest.

The figure is produced by Wolf Models, which is the companion range to Hornet. It features figures which were commissioned from several different sculptors to produce a wide-ranging series of mainly resin models; the sculptor's initials form the last two letters of the three-letter reference code. Anthony Williams sculpted this figure, item WAW17, and I like his work because the figures are easy to paint. The subject of the model is a *Waffen SS Untersturfuhrer* wearing the distinctive black *Panzer* uniform, or with a change of colour it can represent a *Sturmgeschütz* officer. The *Waffen SS* insignia and belt buckle can also be removed and replaced with *Wehrmacht* items from various sources to make the figure more versatile.

The castings have been cleaned up and primed revealing more detail than is evident on the unpainted resin castings.

Inside the box

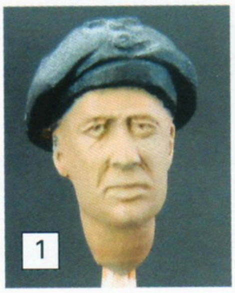
Upon opening the box we find that there are only three parts: the body and two heads, this is the sort of figure that I like because I can get on with painting quicker. The parts are very well sculpted and cast with very subtle mould seams. The choice of heads makes this figure suitable for any period during WW2 straight out of the box. The large range of Hornet heads extends the versatility of this figure even further.

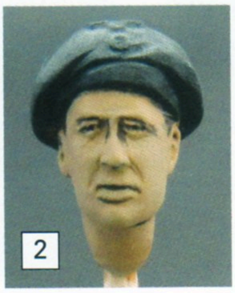
Preparation

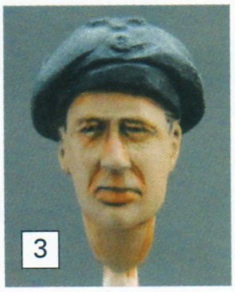
I have to state that resin dust is very nasty stuff, it is very unhealthy to inhale or ingest, so sanding scraping etc. should be done wet to prevent dust and hands should be washed thoroughly with soap and water.

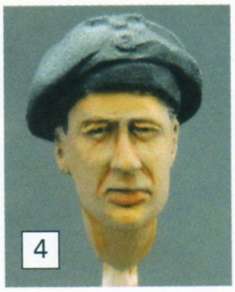
Clean-up was very quickly achieved using some fine grade glasspaper, which I dipped in water to reduce the aforementioned risk of any dust. I drilled out the neck so that I could seat the head at whatever height looks right and to have the option of substituting a Hornet head. I drilled holes in the figure's left heel and into the base of the neck of each head in order that I could insert cocktail sticks to allow me to manipulate the figure with touching any paintwork with my fingers.

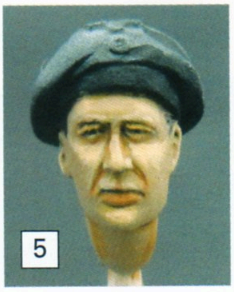
BELOW: A close-up of the two primed heads supplied with this figure.

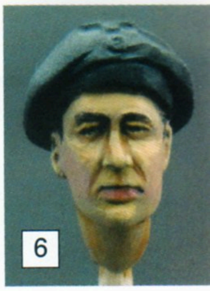


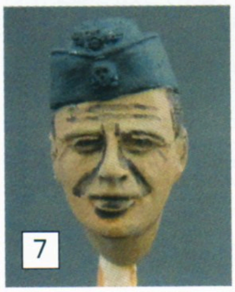


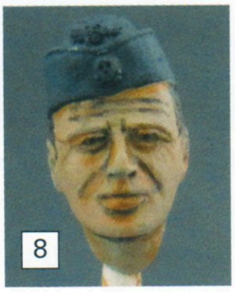


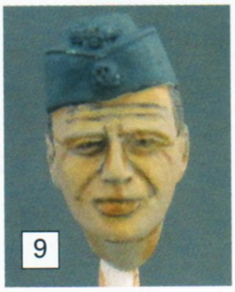


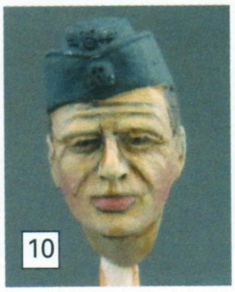


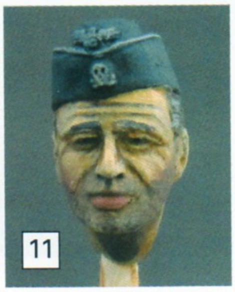












Heads

There is a choice of a head with the early style *Panzer* beret that concealed a rudimentary helmet to prevent head injuries inside a jolting tank. There is also a head with the later forage cap. I thought that this was a good opportunity to paint one head as a younger man and the other as a grizzled old veteran…

A young face

Young people have very elastic skin with few wrinkles. To replicate this using the method illustrated in the first article, I used the same colours but with a minor adjustment. The amount of the face covered by the darkest shadow is greatly reduced and replaced by the lighter shadow to produce a lower contrast.

The head was primed using Alclad Grey Primer and Microfiller sprayed through my airbrush. I masked off the face and visible areas of the head with Silly Putty and sprayed matt black at an angle of 45 degrees toward the cap band. This laid down the deepest shadows of the headgear and allowed me to judge if the colours on the face look convincing next to the black cap.

The face was undercoated using a brush, with two thin layers of Vallejo 843 Cork Brown. One drop of paint was diluted with two drops of distilled water. Subsequent colours were diluted with four drops of distilled water.

Only the deepest shadows; the line between the lips and the eyes, under the nostrils, corners of the eyes and hairline were filled in with Vallejo 822 German Camouflage Black Brown. Then all the lighter shadows and the bottom lip were painted using thinned Vallejo 981 Orange Brown.

The first highlights were painted using Vallejo 860 Medium Flesh tone which covered most of the face. Then the final highlights were applied using Vallejo 955 Flat Flesh.

Finally, a tiny drop of 934 Transparent Red was added to the base colour, Vallejo 843 Cork Brown, and this was brushed over the cheek in thin layers until a natural colouring was achieved.

A grizzled veteran face

Older people have less elastic skin, lines and wrinkles are deeper and they are more prominent. To replicate this effect with this method, I used the same colours but with a greater amount of the darkest shadow to produce a higher contrast.

The face was prepared as before, but this time the deepest shadows such as the line between the lips, on either side of the mouth and the eyes were filled in with Vallejo 822 German Camouflage Black Brown. Wrinkles were created by simply using this same colour to paint lines across the forehead and around the eyes to suggest wrinkles that are not present on the casting.

The following skin tones were built up on top of each other, each one cut back the Vallejo 822 German Camouflage Black Brown until only a fine line remained. Then a tiny drop of 934 Transparent Red was added to the base colour, Vallejo 843 Cork Brown, and this was brushed over the cheek in thin layers until a natural colouring was achieved. I used less of this mix than I used on the younger face.

To create a 5 o'clock shadow I mixed Vallejo 995 German Grey with the base colour Vallejo 843 Cork Brown this mix was heavily diluted and brushed across the beard area. A useful tip is to start under the jaw to check if the mix is the right consistency, thus minimising the risk of ruining the face that you have just painted.

Conclusion

I hope that this simple method for painting faces will encourage fellow modellers to take the plunge and begin figure painting. An endless variety of effects and skin tones by using different shades, more advanced figure painters than me often mention which particular colours they use in their articles so it is worthwhile reading them and experimenting with different shades.

In the next article I shall be showing how to paint the clothing, focusing on the tricky areas such as the insignia and piping.

To be continued.

1. *The beret has been blocked in with black in the shadow areas and the face undercoated with the base flesh tone (Vallejo 843 Cork Brown).*

2. *The darkest shadows were applied sparingly to replicate a younger face.*

3. *The lighter shadows were applied with the same colour used to colour the bottom lip.*

4. *The first highlight covers the majority of the face.*

5. *This photo shows where the final highlights are placed. These were applied using Vallejo 955 Flat Flesh.*

6. *A tiny drop of 934 Transparent Red was added to the base colour; Vallejo 843 Cork Brown and this was brushed over the cheek and bottom lip in thin layers until a natural colouring was achieved.*

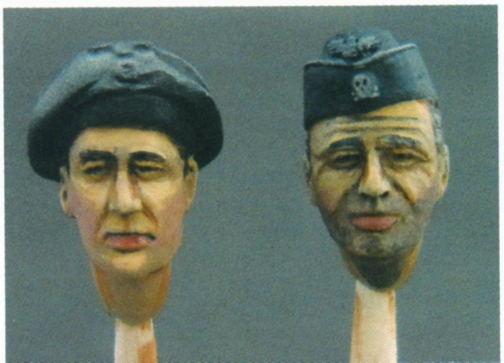
7. *The older head has been primed, the base flesh colour applied and, in contrast to the younger head, much more of the dark shadow colour has been used to represent lines and wrinkles which are not present on the casting.*

8. *This photo shows the first highlights applied. These were painted using Vallejo 860 Medium Flesh tone.*

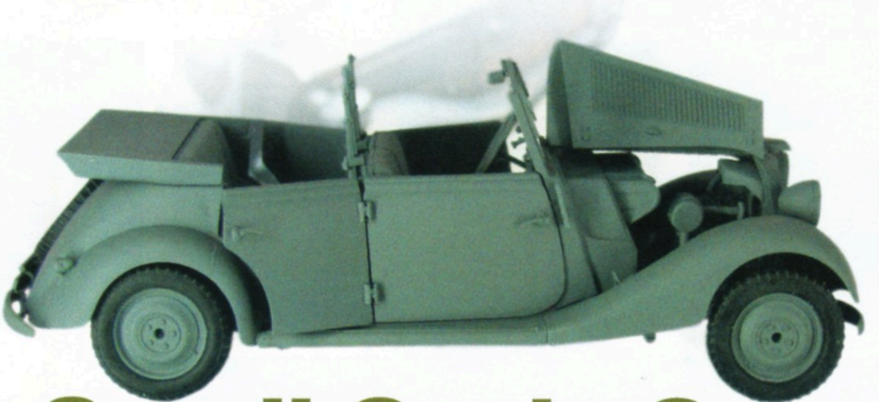
9. *The final highlights have been painted on, each successive step has cut back the darkest shadow.*

10. *A tiny drop of 934 Transparent Red was added to the base colour; Vallejo 843 Cork Brown and this was brushed over the cheek and bottom lip in thin layers until a natural colouring was achieved.*

11. *The 5 o'clock shadow and bushy eyebrows were painted on to add to the aged effect.*



The two completed faces together.



BRITISH
LIGHT TANK
MARK VI B
VULCAN
Scale Models
9B
2444
Scale 1:35
Item No. 56008
Ready to assemble plastic model kit
Modelling skill required
For ages 14 and over
Cement and paint not included
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Small Scale Scene

Robin Buckland's monthly column for military vehicle modellers.

ABOVE LEFT: The 1:35 scale Mercedes Benz Type 170V from Master Box.

*ABOVE: Box art for Vulcan's 1:35 scale Vickers Light Tank Mk.VIB. This kit was reviewed in our Atten-Shun! column in **MM** issue No.9.*

As I write this we are entering the holiday season, the end of school for another year, and a time when shows like Duxford, Tankfest and the War and Peace Show among all the others are calling for our attention, along with lawns to be cut, barbecues if you are lucky, weddings and all the other things which seem to want our time in the summer. Fortunately there is still lots going on in the hobby as well, and manufacturers are giving us plenty to tempt us, plus one or two surprises. For some of course, thoughts are already turning to Euro Militaire on 17-18th September 2011, and busy getting models ready for the competitions. With over 1,000 entries at last year's show, this year has quite an act to follow.

Vulcan Models

One release that has appeared quickly after news of it emerged is one of the most keenly awaited. Vulcan Models have produced a 1:35 injection-moulded British Light Tank Mk.VIB. This is firmly set with markings for two tanks in use by the BEF in France in 1940, so two-tone green camouflage (I will just guess they do another of the variants of the Mk.VI in a desert scheme later on). It's not a huge tank of course, and the running gear is pretty much the same as that found on the Bren Carrier. In fact, it will make great company for the Resicast resin models of the BEF Bren and Scout Carriers as well.

The plastic parts are neatly moulded, but they have even provided the springs for the suspension as actual metal springs, to be fitted over a core rod rather than a solid moulded representation as you'll find on the old Tamiya Universal Carrier kit. There are some very small parts in here though, such as the bolt heads for use on the running gear, which are moulded into the sprues, and need to be carefully removed with a craft knife and glued to the model. In addition, a fret of etched-brass parts has more detail fittings to be used so a mix of standard plastic cement and super glue will be required for the assembly. The detail looks delightful all round. The only thing missing, if you want to leave all the hatches wide open, is no interior detail other than the driver's seat. However, I believe there is already a plan for that from one of our after-market producers. I'll bring you more news on that when we have it. In the meantime, do look out for this lovely little model from Vulcan. They are imported to the UK by Model Wholesale so check out their website for details **www.modelsforsale.com**

MB Models

A German Military Car from Master Box in 1:35 scale is a very welcome new release. Though not given the make on the box, which I assume to be linked to the business of costs for licensing models if you use their manufacturer's name, this is of course in reality a Mercedes Benz Type 170V. It has been done in resin by a couple of manufacturers before, but this is a first for injection-moulded plastic. Nicely moulded in a dark grey plastic, you have a few different configurations in how you choose to finish it, with tilt up or down, side windows in or not, and there is an option in the tank inside the engine compartment for early or late model. The other very nice point is the doors are moulded as individual parts, not integrally with the body panels, so great for dioramas if you want any or all of the doors open. There are a fair few parts, so a good bit to assemble, and smaller details like the door handles and window winding handles are individual items. I found a small bit of flash around the main body pan that just needs to be checked and cleaned up or you won't get the boot section to fit cleanly, but that is a very minor issue for any experienced modeller.

The engine detail is all included, so you will have the difficult choice of assembling it with the bonnet open or shut (alternatively, buy two and do one of each) and whether to have the folding hood up or down. Personally I'll go for down so the interior can be seen. Even the rifle racks have been remembered in the back, just behind the front seats.
I especially like the fact that transfers include the three large dials for the instrument panel, which is ideal, and the options provided for with the registration plates include *Wehrmacht, Luftwaffe, FeldPolizei* and even the *Kriegsmarine*, which offers more unusual choices than we normally expect to see. They offer only the plain *Panzer Grey* for the colour, but these were used throughout the war so you could go for the later sand/green/brown alternative if you prefer.

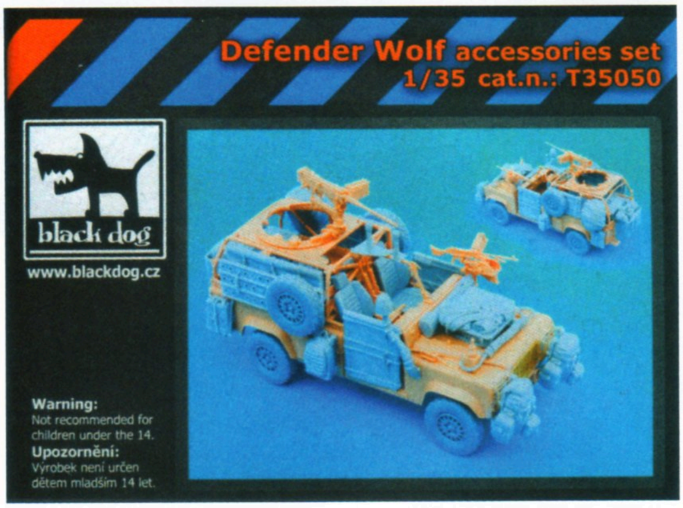
I am really pleased to see Master Box going for a vehicle like this one and I would expect this to sell well for them. I hope so, and we can see what they follow this up with, because anything like this is well worth looking forward to. My thanks to Master Box Ltd. for our sample, and it is available now.

Black Dog

I think many of us were excited when we had the recent release of a 1:35 scale kit of the Land-Rover WMIK model from Hobby Boss. A current bit of British Army kit, and the long service Land-Rover was a very welcome addition to the kits readily available in plastic. With the framework of the WMIK kit and the heavy .50cal mount on top, this is a good basic kit. However, there was room for improvement, such as with the mounting for the spare wheels on the sides rather than on the top of the bonnet, as well as the wheel hub/tyre style more regularly seen these days.

What Black Dog have done is provide a really excellent resin update set with replacement seats, the jerricans in their carriers on the rear bodywork, the basket that does sit on top of the bonnet, packs to hang on the sides, the protective screens used on the doors and rear sides plus some stowage to fill the rear basket and the rear load compartment. The other particular noticeable change is the air intake trunking for wading and the communication aerials above the rifle rack. The basic model is built as per the kit, just change the wheels, replace the seats and add the extra stowage. Having built the basic kit here on the site not long ago, I for one plan to do a second, but this time in desert sand colour and with all the additional kit on board.

The quality of the resin castings is excellent, and the detailing on the straps and the packs has come out very nicely. It will repay some good paintwork and show up very well. It is easy enough to remove the casting plugs from the parts, just score along the join with a craft knife and snap away works


Defender Wolf accessories set
1/35 cat.n.: T35050
black dog
www.blackdog.cz
Warning:
Not recommended for children under the 14.
Upozornění:
Výrobek není určen dětem mladším 14 let.

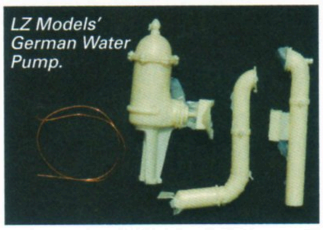
Black Dog's 1:35 scale update set for the Hobby Boss Land-Rover WMIK kit.

for most of them, then tidy up with a craft knife once again. Even if you haven't used resin before, this is easy enough for anyone with experience of plastic kits. Once assembled a coat of primer will be wanted to tie everything together, and then paint to choice.

If there is anything missing, then it is any form of instruction leaflet to indicate where all the parts go. You can work out most of it from the images on the box illustration, but perhaps this could do with a little more as you can't see the internal arrangement in the rear bodywork too clearly. Still, a minor issue as there are plenty of reference photos around that will help you, but perhaps something Black Dog might think about for the future. There was word with a few of the first batch of these that the wheels had not cast quite right, but full marks to Darren at Firefly Models and Black Dog in the Czech Republic, as every set of wheels was replaced within about a week of the problem coming to light. I was impressed to see the quick solution to the issue from both the importer and the manufacturer working together in this instance, excellent. It doesn't need to be complex but could help some. The Black Dog range is available through Firefly Models here in the UK, and their website at **www.fireflymodels.co.uk**

LZ Models

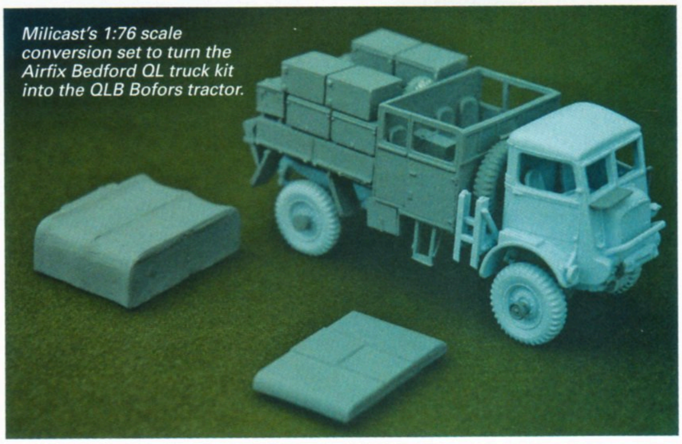
This is a name that will be familiar to members of the **militarymodelling.com** website, as Libor is a regular member of the site, and we have watched him develop his own range of resin models over the last year. It started with some kits that relate specifically to 1:35 scale railway items, to accompany the various railway kits done by both Dragon and more recently Trumpeter, including locomotives of course. Libor is producing some really well detailed resin models of both Russian and German railway wagons, along with the start of some accessories to go with them. Then most recently, he has turned his hand to 1:35 scale military vehicles and accessories as well.



LZ Models' German Water Pump.

Let's start with one of his railway accessories, a German pattern water crane. A necessary element for any railway running steam trains, and an excellent little addition to any diorama featuring one of those Trumpeter locomotives. The main parts are neatly cast in resin, which just require the moulding plugs to be removed and some minor clean-up of the feeds and some minor casting flash. Added to this in the kit is some copper wire and photos to guide you in the fairly simple construction process. If you want any inspiration for a diorama of your own, then I would encourage you to have a look at the railway diorama Libor has been building over time in our website forum. These cranes were located by the line across Germany, and in a variety of forms, but the one in the kit is common.

Another accessory set from LZ Models is for a set of three WW2 US radios. Specifically these are the SCR 506, SCR 508 and SCR 510 plus antennas and mountings. The radios themselves are beautifully detailed resin castings, and the kit included fine wire to fit to the handsets, along with a fret of etched-brass parts of mountings. All the resin is perfectly cast, no blemishes, and just need to have the casting feeds cleaned up. Instructions and references to help you are provided on a small format CD. Even the tiny handsets for two of them (the third uses an larger old-style telephone handset) and use the wire that is provided to connect these up. As well as being able to see how the masters were created and how they developed, you can find them within the forum on our website. To buy them, they are available through LZ Models at **www.LZmodels.com**



Milicast's 1:76 scale conversion set to turn the Airfix Bedford QL truck kit into the QLB Bofors tractor.

Milicast

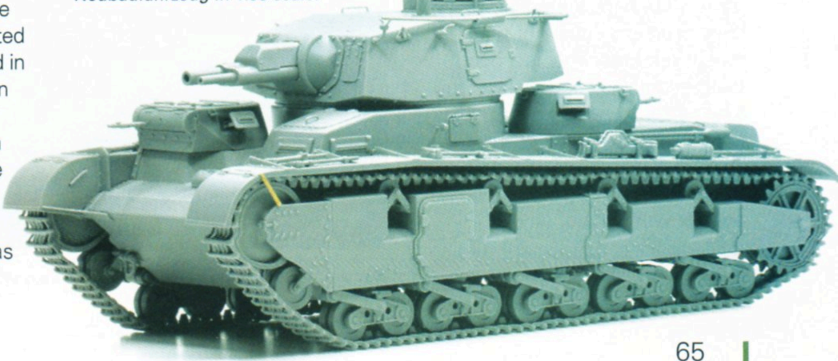
This company was, as far as I am aware, the first to release a 1:76 scale conversion set to use on the recent Airfix Bedford QL truck kit. Their first one has all the resin parts to convert the QLD of the kit into the QLB Bofors tractor. With ammunition storage bins and a crew compartment to fit to the basic kit cab and chassis, there is plenty of detail amongst the parts, and there are a good few parts within the conversion set. All neatly moulded though, and just a question of combining the parts with the base kit. An illustrated set of assembly instructions, that includes a parts list, is provided with the kit in the usual Milicast style. I gather there other conversions planned for release, but this is the first one ready. Milicast are at 9 Rannoch Street, Battlefield, Glasgow G44 4DT, Scotland.

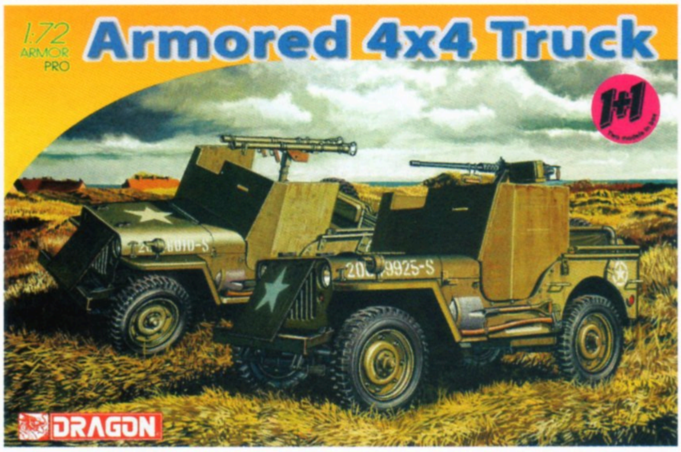
Dragon

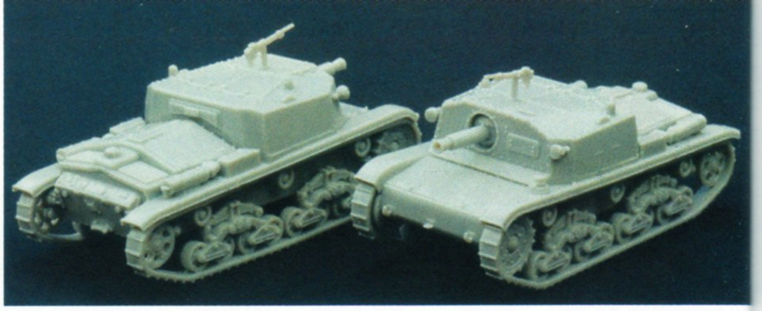
Keeping busy as usual, Dragon's kit releases are coming through for not only 1:35 scale, but also in 1:72 scale as well. One of the new 1:35 scale models we have heard about is for the early WW2 German *Neubaufahrzeug,* a multi-turreted tank design from the 1930s. Made only in small numbers, three of them were used in the invasion of Norway in 1940, and this latest kit features markings for two of those deployed in Norway. Dragon were also good enough to send though a photo of a made up example of the model itself as we haven't seen the kit yet, and it looks very nice indeed.

▷▷

Dragon's early WW2 German Neubaufahrzeug in 1:35 scale.







LEFT: Dragon's 1:72 scale Armoured Jeeps. ABOVE: Italeri's 1:72 scale Semovente M40 da 75/18 built by the author.

In 1:72 scale, their second version of the little Krupp Protze is out, the gun limber plus a 37mm *PaK 36*. It is not long ago that we saw the basic GS body version of this distinctive looking German truck, and now Dragon have done the version with an artillery limber body, commonly used with the little 37mm *PaK 36* that accompanies it in the kit. The chassis and running gear are common to the earlier kit, as is the clear plastic windscreen. It is the new sprue for the body that is the difference.

The seats for the gun crew are back-to-back, facing front and rear, while the space on each side of them is occupied by the ammunition boxes for the towed gun, plus a spare wheel at the back. The parts are all delicately moulded, and you will need to take some care in removing the parts for the axles and suspension from the sprues, as you could easily damage them as they are quite delicate. Once all assembled they form a good strong box-like structure. Fit of parts I found to the excellent and the completed model looks very neat. The paint scheme offered is for overall *Panzer Grey*, as these were more commonly seen in the early war period, though they did serve on into the later years as well. Transfers include complete number plates, so you don't need to attempt to make them up from individual letters onto a plain white background, as we have seen in a couple of other recent releases. That is a good thing in my view and makes life a lot easier. I really like this and the earlier GS version of this little Krupp Protze truck, and I am confident these will prove popular with fans of smaller scale models. Dragon are turning out some really very good new kits in 1:72 scale at the moment. This one is in the shops now.

New release posters they have sent mean we can soon expect to see a second variation on the Heavy Personnel Vehicle Type 40 (the Horch) plus a 2cm *FlaK 38* and another kit with two complete models of armoured Jeeps, which include the option to pintle mount twin bazookas or the .50 cal. Both nice kits to look forward to.

Italeri

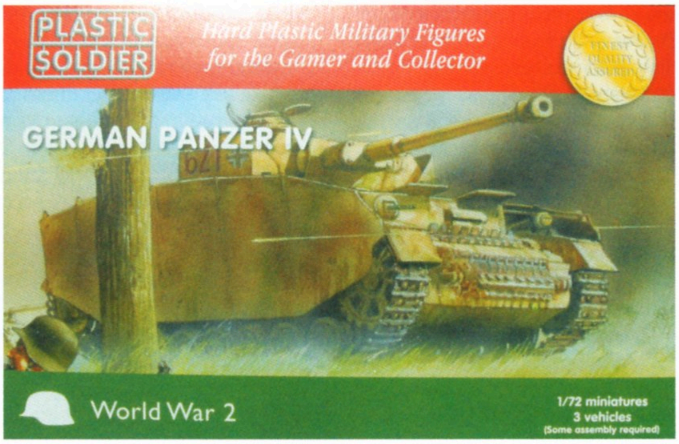
Newly released is a 1:72 scale kit of the Italian Semovente M40 da 75/18. It's another in their range of easy assembly 1:72 scale models, aimed primarily at wargamers. This easier and simpler style of model for wargamers is clearly ever more popular if you go by the number of new releases in this style of model these days, from Italeri as well as other manufacturers. Moreover, these are very nicely detailed even for collectors, and will paint up very well indeed. Naturally a pleasure to see an Italian subject, as is the case with this Semovente, but you also get two of the kits in the box. A good sheet of transfers to accompany them, and marking options are given on a sheet in the box as well. Assembly is simple, and this is guided by an exploded assembly diagram on the back of the box. All in all, this is rather neat. I also believe these simpler kits are ideal to give to younger modellers and help encourage them to have a go at modelling without making it too difficult to start off with. Thanks to The Hobby Company, who are the UK importers for the Italeri range for our sample.

Plastic Soldier Company

A set of 1:72 scale *Panzer IVs*, with three complete kits in the box and aimed primarily at wargamers, is the second 1:72 scale kit release from this company. The first impression comes from the box being packed full of sprues. There are a total of six sprues, with two per model, and giving a total of three *Panzer IVs* that are included in the pack. All are moulded in a hard plastic. You have the choice to make them up as an *Ausf F1, F2, G* or *H*, depending on which parts you use. So go for the short 75 or long 75mm guns, add side skirts or not to turret and/or hull depending on the version you want. The different parts are highlighted on a guide sheet inside the box, colour coding the parts for each variant. The only thing missed out, but the part is on the sprue, is for the air filter that goes on the right-hand side of the superstructure, if you go for that variant. Although these kits may not include the level of fine detail a collector might want from say a Dragon kit, they are perfect, and great value for money, for wargamers who are after full gaming units. They are also ideal for youngsters, or maybe someone just wanting a large number of *Panzer IVs*, say to build a 1-for-1 tank company/ regiment.

This is a well thought through kit design to make the different variants all possible in the one kit, and I particularly like the way they use the track in two sections, the top and bottom runs, to fit around the running gear units. Even the track sag is moulded into the top run, and which looks really good. The only thing you will need to do is use a sharp craft knife to remove an ejector pin mark on the inside run of the tracks. There are about four on each run, but they are hidden by the wheels once assembled, and it is just one will need to be cut down to get them to sit perfectly. A very minor issue and easy enough to deal with. I also like the inclusion of a choice of commander's cupola top, with open or closed hatches. If you go for the open ones, they also include the upper body of a commander, and there is a choice of two for each tank. Nice touch and they will stand up to handling on a gaming table. No transfers are provided but there are plenty of after-market options available. Thanks to the Plastic Soldier Company for our sample and you can order via their website at **www.theplasticsoldiercompany.co.uk**

At the same time, the Plastic Soldier Company have also released a set of the Russian 45mm anti-tank guns. At first glance, these look like the smaller German 37mm *PaK 36*, as the carriage and shield is identical, though the wheels are different and the gun itself that bit bigger and longer barrelled. First thing to strike you on opening the box is that it is packed full! There are six



Box art for the Plastic Soldier Company's set of 1:72 scale Panzer IVs.

sprues in the box, four of them (green plastic) each contain one complete gun, along with a choice of gun barrels depending on which gun you want to do, plus two grey coloured sprues, each of which carry the parts to make eight crouching figures, that's four crew for each gun. You can make the guns up as a choice from the M1937 45mm gun, the 45mm M1942 or a 76mm M1943 Infantry Gun. With four guns in the box and three finishing options, it is easy to make one of each or whatever combination you want for a gaming unit, or for use in a diorama perhaps. They assemble easily and look really rather good. I was also pleased to see that each sprue also carries some individual ammunition rounds and a couple of ammunition boxes as well. So, not only good for basing together in a wargame piece, but also helpful to a diorama builder. With the figures being hard plastic as well, easy enough to assemble and paint as well. With the four complete gun kits in the box, I rate this as really great value for money.

Pz 38(t) family Lighter Cast Kettenglieder (tracklink)
053
Pz.38(t)ファミリー 軽量型 履帯
Tristar
Scale 1/35 Series 053
Project Supervised by C.K. Pat

Tristar's new set of Track Links for the 1:35 scale PzKpfw 38t family of AFVs.

Accessories

Orange Hobby have a couple of other recent accessory sets in 1:35 scale, using etched-brass, turned brass and resin parts as appropriate. The two we'll see this time are both for the ISU 152, either the Tamiya or Dragon kit. The smaller of the two sets contains a new turned brass gun barrel, complete with the distinctive slots in the muzzle brake, and which look which superb. This is coupled with a resin mantlet, again to just replace the plastic kit parts. As a heavy cast part on the real thing, the use of resin for this bit is ideal, and it is neatly cast, just some very simple clean-up round the edges to do. The assembly guide you need is included with the set, so you can see exactly what is involved. This might be a good, simple one for starters if you are new to upgrading your kits, and it combines equally well with another ISU Update Set which Orange Hobby have also done.

This one contains a number of detail upgrades, including brass rod to replace the cleaning rods from the kit, a beautiful tapered brass rod radio aerial (the tapered finish to these is first-class), new etched brass engine deck screens, the turned brass vehicle horn and some other detail hull fittings. Once again, instructions are supplied, so you are guided through what to do and where to put all the new parts on the base kit. Their shop is at **www.aliexpress.com/fm-store/40601** while their main website is **www.orangehobby.com**

Tristar

There is a new set of the Lighter Cast Track Links for the 1:35 scale *PzKpfw 38t* family of AFVs out now from Tristar. There isn't a lot to say about this latest accessory set as it contains enough individual links to make up a set of tracks for one complete 1:35 model, and they are beautifully moulded. So, not just the gun tanks, but any of the many and varied SP types that were also built on this well used chassis. Tristar have released this set, which is of course cheaper than a metal alternative, which has four identical sprues in the box, to provide enough of the individual links to make up a track for any variant you may have to hand. Just remove them from the sprues and away you go. Available via Model Wholesale who are the importers, and my thanks to them and Models For Sale for our sample. Check out their website for details **www.modelsforsale.com**

Friendship Models

Ian Hanratty has been expanding his range of small scale accessory packs, under the banner of his Wee Friends range. In this instance it is a tripod mounted .50cal, including the gun, tripod and an ammunition box to go with it, suitable for 1:76 or 1:72 scale models. Simple enough, cast in metal, and a useful accessory for any small scale diorama. Minimal assembly involved, then just give a coat of primer and paint.

At the same time, another set of small arms, this time for late WW2 Russians. It contains about five of each type, and four different weapons. There is the PPSh 41, with distinctive drum magazine, along with the simplified version, the PPSh 43. Add the DPM machine gun, with large 'pancake' style drum magazine on top plus a short carbine. A good number of the weapons in the set, ideal for equipping figures, vehicles and dioramas alike. These and a growing range of other accessory packs are available direct through Friendship Models and their website at **www.friendshipmodels.org.uk**

Sgts Mess

At about the same time, there are also some small scale metal cast weapons sets among some accessory packs released by Sgts Mess. One is for British Small Arms. This little pack has 15 x Lee Enfield with bayonet, 3 x Bren with bipod, and 2 x tiny revolvers. Neatly cast, these are good to use with figures, or to add as accessories within a vehicle. The new Airfix QLT comes to mind. Simple, but very handy to have on hand.

The second one is for British vehicle mounted Bren guns. This one has five metal cast Bren guns on their vehicle mounts, along with a choice of open or folded bipod, and a Drum magazine that could be fitted in place of the more common and distinctive upright one. Well cast, just a little bit of flash to remove from one as you can see above, but that is easy enough with a sharp craft knife. Made in 1:76 scale but perfectly good enough to go with 1:72 scale as well. Another of these little sets which are handy to have lurking in your spares box. Sgts Mess can be found at The Granary, Burley Lane, Ashe, Basingstoke, Hants RG25 3AG, and they have a web site at **www.sgtsmess.co.uk** Telephone on 01256 770025.

Transfer List

Dan Taylor has released some new sets of transfers in his Dan Taylor Modelworks range of small scale transfers. One is for the BEF 7 Royal Tanks Regiment – Matilda II. This new set of small scale transfers is suitable for both 1:76 or 1:72 scale models. It covers all the 23 individual tanks in 7th Royal Tanks while they were with the BEF in France, in 1940. It contains the civilian number plates plus the military registrations and any names that are known to be correct. Using original documentation to verify the information, Dan has made another very useful little set of transfers, intended purely for this unit during the operations by the BEF in 1940. A full set of instructions and notes are provided to guide you, but enough here that you could do all of the 23 tanks of 7 Royal Tanks. Contact Dan Taylor Modelworks at 15 Town Hill, West Malling, Kent ME19 6QL or their website at **www.dantaylormodelworks.com** and e-mail **info@dantaylormodelworks.com**

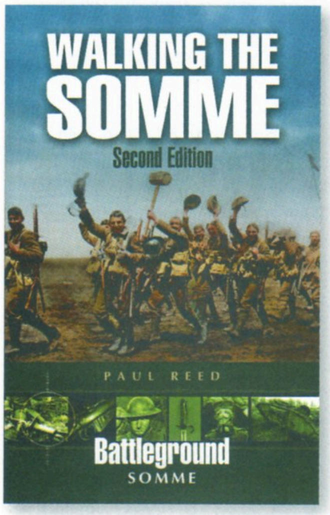
More now from Archer Fine Transfers in the US. First of all, another in their sets of instrument facias and placards, this time for the recent ICM kit of the V3000 truck. A simple enough little set of neatly printed instruments that make such a visual different inside the cab, and enough on the small sheet for four trucks. At the same time, a set of Free French flags. This holds one large, two half-size and five small versions of the red/white/blue flag with the Red Cross of Lorraine in the centre. A separate transfer is provided for each side to make up into the set number of flags. If you only use one, such as on the side of an AFV, then clearly they will do even more for you. Cleanly printed as ever. My thanks to Archer Fine Transfers in the US for sending these through for us to have a look at. Archer Fine Transfers are at PO Box 1277, Youngsville, NC 27596-1277, USA. You can check their website at **www.archertransfers.com**

On Parade

Books, magazines and DVDs reviewed

The Editor welcomes publications for review. Unless a prior arrangement has been made with the Editor review samples WILL NOT be returned.

All samples intended for review in 'On Parade' should be sent direct to the Editor at the address listed under 'Editorial' on the contents page.



Walking the Somme - A Walker's Guide to the 1916 Somme Battlefields, Paul Reed (Second Edition). Pen & Sword Military, 47 Church Street, Barnsley, South Yorkshire S70 2AS. ISBN 978 1 84884 473 5. Price £12.99.

Long-standing readers of the 'Battleground' series will no doubt recognise this title from its initial publication some 20-years ago. This book is a welcome update of the work the author originally undertook in the early 1990s. Over the past two decades the Somme battlefield sites have inevitably undergone changes in road layout, parking facilities and buildings: even wind farms have made their appearance. This new edition takes full account of all these developments to provide an up-to-date and comprehensive set of circular walks for use by anyone interested in seeing for themselves the terrain of the British Empire's most significant First World War battle.

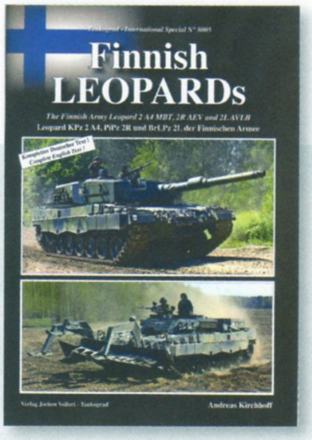
Although the Somme offensive - which began on 1st July 1916 and lasted until the autumn - took place over a remarkably small geographical area, it can initially be difficult to get an overall 'picture' of what happened and why during those terrible months of fighting.

What this useful guide does is break up both the terrain and the events into manageable bite-size chunks. The 16 walks – each with its own chapter - vary from 3.2-miles to 9.8-miles in length and from 2 to 6-hours in duration. They range in difficulty from a gentle stroll to an energetic hike. They also cover actions over the whole period of the offensive. The walks describe all the major historic sites (including Thiepval, Beaumont-Hamel, Mametz Wood, Montaubon and Serre) giving full details of the fighting that took place in each location and the regiments involved. The well-known figures associated with the area and the fighting are also highlighted including Haig, Chavasse double VC, Sassoon and Graves (as soldiers and poets), not forgetting the lonely headstones over those 'Shot at Dawn'. Each walk also guides the reader carefully through what can be seen today, including the layout of the land, its buildings, monuments and cemeteries. In addition every walk is supplemented by a wealth of black-and-white photographs of participants, memorials and locations, all taken during the First World War itself or shortly thereafter. They add great resonance to the terrible events described in these pages. At the conclusion of each walk the author supplies a useful bibliography for further reading.

There is also, in the middle of the book, a separate collection of colour photos showing scenes of the Somme battlefield sites as they appear today. The photos of the immaculately cared for memorials and war cemeteries bear testament to the fact that the enormous sacrifice made by the now all deceased Great War generation has not been forgotten. Indeed the author notes with satisfaction that visitor numbers to the First World War battlefields as a whole have risen substantially in recent years.

I would recommend this meticulously researched book to anyone with an interest in the Western Front during the First World War.

Fred Ledden



Finnish Leopards - The Finnish Army Leopard 2 A4 MBT, 2R AEV and 2L AVLB, Andreas Kirchhoff. Tankograd Publishing, Verlag Jochen Vollert, Am Weichselgarten 5, 91058 Erlangen, Germany. UK distributor Bookworld Wholesale, Unit 10 Hodfar Road, Sandy Lane Industrial Estate, Stourport on Severn, Worcestershire DY13 9QB. UK price around £13.99. general@bookworldws.co.uk www.tankograd.com

Finland is one of several countries which has bought ex-*Bundeswehr* Leopard 2 tanks rendered surplus by reductions in the German armed forces. A total of 139 Leopard 2A4 versions have been taken over, most for operational use as gun tanks with smaller numbers converted into specialist roles. Others have been earmarked for reserve stocks or a source of spare parts as required.

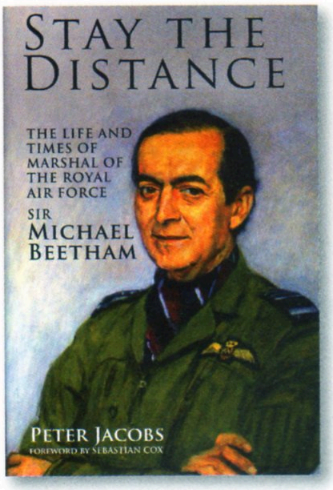
The tanks entered service in the summer of 2003. Although they are basically the same as when delivered with no armour or armament upgrades, Finnish Leopard 2 A4 have a number of small detail changes and additions which have altered their appearance. These include additional or altered stowage boxes and rails, new anti-slip coatings on the turret top, improved access for the crew with enlarged steps and various road safety improvements. All are shown in detail in a series of walkaround photos with good close-ups as well as several views of tanks in service showing typical markings and wear and tear.

Of the two modified vehicles, the Raivaus or breacher engineer vehicle has been modified in Finland using various items from abroad. Turret is replaced by a fixed compartment with a Russian NSV 12.7mm machine gun for self-defence plus various video systems and extra stowage boxes. Most other equipment came form the British Pearson company. Their Heavy High-Lift Adapter is fitted to the front, this is used to mount either a Universal Dozer Kit for general engineering tasks or a Full-Width Mine Plough for digging a way through minefields with a Lane Marking System to show the cleared path for following vehicles. Basic vehicle and the additional equipment are shown in detail with general views of them in operation. A Leopard 2R with TWMP in action is an impressive sight!

The Leopard 2L is also turretless and mounts a German Leguan bridge laying system developed by MAN Military Mobile Bridges. Its bridge is 26m long when laid and is launched horizontally by sliding the two parts forward. These vehicles are also shown in action with detailed close-up photos as well.

In all 149 clear, well-printed photos with detailed captions and informative background text in German and English give us great coverage of these vehicles which will be just what any modeller needs to modify one or more existing kits to produce a Finnish version.

Peter Brown


STAY THE DISTANCE
THE LIFE AND TIMES OF MARSHAL OF THE ROYAL AIR FORCE
SIR MICHAEL BEETHAM
PETER JACOBS
FOREWORD BY SEBASTIAN COX

Stay the Distance - The Life and Times of Marshall of the Royal Air Force, Sir Michael Beetham by Peter Jacobs. Frontline Books, 47 Church Street, Barnsley, South Yorkshire S70 2AS. ISBN 978-1-84832-552-4. Price £25.

For anyone interested in learning more about the RAF from World War Two through to the Falklands conflict, as seen through the career of one of its most significant and decorated officers, this biography provides a valuable and informative read. This book offers much more, however, than the mere chronological history of one man's supremely successful military career. It provides a telling insight into the mixture of qualities and attributes required to reach the very top as an air force officer, set against a background of rapidly changing threat, technology and political imperative.

To succeed in any walk of life - as the author makes clear - luck, courage and ability are all indispensible. The notion of luck applies particularly to a military career and never more so than in time of war. Having been born in 1923, the young Michael Beetham became eligible for military service during World War Two. Had he 'arrived' even 5-years later he would still, no doubt, have been inspired by the sight of the Battle of Britain going on above his head in 1940, but would have been too young to take part in any stage of the war. (A career as a country solicitor, he himself suggests, could well have been the path he trod). His luck continued as he survived no fewer than 30 raids over Germany and occupied Europe as the pilot of a Lancaster bomber in 1943/44, during which time he was awarded the Distinguished Flying Cross. (Over 55,000 equally skilled and brave young men were not so fortunate and paid the ultimate price while serving with Bomber Command). Even as late as 1977, it was the unexpected death of the then Chief of the Defence Staff, Sir Andrew Humphrey, that triggered a change in senior appointments which ultimately led to Sir Michael Beetham's appointment as Air Chief Marshall.

To call Sir Michael Beetham merely 'lucky' would, of course, be a gross calumny. His immense reserves of courage and ability shine through the pages of this book. Courage takes many forms. Flying in the face of the enemy in wartime speaks for itself. It is also needed in other guises as one rises through the ranks. Difficult and unpopular changes sometimes have to be implemented. This requires not only powers of persuasion to carry the ranks with you but also strength of character to push through what may be initially resisted. New ideas also require confident advocacy, particularly in respect of senior officers. Ability, too, takes many and varied forms. Flying an aircraft takes technical skills. Commanding men takes leadership skills. At the highest ranks you need the political skills to negotiate with not only fellow officers from other services and other nationalities, but also with one's political masters and their ever-changing priorities.

As this book clearly demonstrates, Sir Michael Beetham possesses these qualities in abundance. This is amply illustrated throughout his career from bomber pilot in World War Two, to young pioneer of aerial refuelling, to his work at HQ Bomber Command during the Cuban Missile Crisis, to commanding the RAF's largest overseas base in Aden in time of conflict, to being C-in-C RAF Germany, right through to becoming Chief of the Air Staff during the Falklands conflict.

Since his retirement in 1982, Sir Michael Beetham has kept himself busy, often in support of RAF causes dear to his heart. And at 88 years of age he can truly say that he has lived up to his family motto 'Stay the Distance'. He is undoubtedly an important figure in the history of the Royal Air Force and this biography is worthy of its subject.

Fred Ledden

Dana ShKH vz.77 – Czechoslavak 152mm Self-propelled Gun-Howitzer in Detail, Jan Horak and Frantisek Koran. Wings & Wheels Publications, RAK, PO Box 63, 190 11, Prague 911, Czech Republic. ISBN 978-80-86416-98-4. info@wwpbooks.com
www.wwpbooks.com

G 028
DANA ShKH vz.77
In Detail
Czechoslovak 152mm Self-propelled Gun-Howitzer
WWP

This is another new soft-cover book from WWP that is ideally timed for a new kit release, in this instance the recent 1:35 scale plastic kit for the Dana from Hobby Boss. This is a chunky book, with 164-pages of detailed colour photos of what looks like every inch of this impressive wheeled SP gun. While we are used to most large NATO SPs being fully tracked, such as AS90, M109 and PzHbz 2000, this Czech design was rolled out in 1977, and was revolutionary for its time in being on a wheeled chassis. Maybe not quite the mobility of a fully tracked design, but with a much greater speed of course. Armed with the large 152mm gun, incorporating a self-loading mechanism, the gun is mounted in a large turret, centrally mounted on the truck chassis (which uses a Tatra 8x8 chassis). The gun crew operate in the pods either side of the gun tube, along with the ammunition stowage. Thankfully they have doors in the sides of these pods, as well as hatches in the top, so more than one way out in the event of a problem. Some 672 of these were built, most in service with the Czech and Slovak armies to this day, but others sold now to Poland and, apparently, Libya. The book says numbers in service in Libya are uncertain, with some quoting 27 in service, or other sources that say 120. It may be that these have been in use considering the recent news in Libya, but no doubt we will discover if that is true or not in the future.

The opening few pages give the basic technical details of the weapon, and include some pictures of it in use in the days of the Warsaw Pact. Europe has changed significantly since the 1970s, with the collapse of the Warsaw Pact and the greater independence of various states. One of the results of all that is that we can now get a book like this, which covers in fine detail the nuts and bolts of this in-service vehicle. Every aspect is covered in the various sections of the book, and all illustrated with excellent quality full colour photos. From views all round the complete vehicle, there is detail of the underside of the chassis and drive train, inside the driver's cabin, both side pods of the gun turret, the gun itself and the autoloader, then the ammunition stowage and autoloader, all as well as the rear mounted truck engine. At the end of the book, photos plus some well captioned colour side profiles give some really interesting options by way of camouflage schemes that have been, or are in use on this large piece. Certainly some choices that are very different to overall green!

In addition to the multitude of photos, line drawings give some very helpful clarity to some elements. The Hobby Boss kit has the detail within the driver's cab I know, but not in the turret side pods. If you have this book to hand, and the inclination for some scratchbuilding, this will enable you to add the detail for both crew pods as well if you wanted to. For anyone with the kit I can't imagine a better reference source to have to hand if you want to check/ add detailing, or get primary reference for the colours of the machine both inside and out. An excellent book, which achieves the aim of being intended for modellers, and covering the subject in complete detail.

Robin Buckland

ARMOR COLOR GALLERY
#8
ARMOR CAMOUFLAGE & MARKINGS
of the
French
2nd Armored
Division
in World War Two
Claude Gillono

Armor Camouflage & Markings of the French 2nd Armored Division in World War Two, Armor Color Gallery No.8, Claude Gillono. Model Centrum Progres, Poland.
ISBN 978-83-60672-16-7.
Price 19 Euros.
www.modelbooks.republika.pl

One of three Free French armoured divisions, the *2e Division Blindée* was created in Morocco in 1943 by converting the 1. It was commanded by a cavalryman, Philippe François Marie, comte de Hauteclocque who adopted the shorter nom de guerre Jacques-Philippe Leclerc to project his family who were in German-controlled France. Its units were a mixture of metropolitan French and those from France's North African colonies. Moving to the UK in early 1944 it completed its training before landing in France in August. It was to see much action in the following months, including in Normandy, the liberation of Paris, the advance into Alsace where its capture of Strasbourg earned it an American Presidential Citation, and then on into Germany.

Its equipment was of American origin and it was organised on American lines though with some differences. Many of its Shermans, Stuarts and half-tracks were M4A2, M3A3 and M5/M9 versions which were usually assigned to Lend-Lease though as the campaign progressed losses were made up by M4, M4A1 and M4A3, M5A1 and M2/M3 series respectively. Markings were French in style with the Divisional symbol on a map of France with the Cross of Lorraine figuring prominently as did a *tricoleur flag*, uniforms were basically American with kepis, side caps, berets and even the distinctive sailor's cap of the Fusilier Marins in its attached Tank Destroyer unit.

In this latest *Armor Color Gallery* book, Claude Gillono gives the reader a brief history of the Division with a complete list of its units, breakdowns of its main equipment and details of its markings including the system of coloured bars adopted for traffic control. *Tables of Organisation and Equipment* shows who had what. The system of tactical markings based on letters, horizontal and vertical bars with different arrangements of dots is shown in a well laid out table. The main section of the book shows the Division's AFVs using 112 original black and white photos from various sources. These are arranged in sections, beginning with some unusual armoured jeeps, M8 and M20 armoured cars, various half-tracks and Light Tanks and ending with the M7 self-propelled gun, M10 tank destroyer and M31 and M32 TRVs. Half of the photo section covers the various Shermans which is not surprising. Many different versions were used, these are shown from many angles including unusual overhead views with stowage and temporary snow camouflage in others. All photos have detailed captions identifying the vehicle type, units and locations as well as pointing out markings.

Colour paintings show a selection of 14 vehicles with side plus some additional views of the main types of wheeled, half-tracked and tracked AFVs, again with the emphasis on Shermans though all are covered. Together with the photos, they give modellers a lot of ideas for modelling one or more vehicles.

As with other books in this series, this one is well presented and produced with plenty of material to interest those studying WW2 AFVs or French armour as well as providing material for modellers.

Peter Brown

GERMAN
NAVAL
GUNS
1939-
1945
MIROSŁAW
SKWIOT

German Naval Guns, Miroslaw Skwiot. Seaforth Publishing, 47 Church Street, Barnsley, South Yorkshire S70 2AS.
ISBN 978-1-84832-080-2.
Price £40.

This large format hardback book is a collection of what were originally published in the AJ Press series in four volumes, but now you can have them all together in one, in this new 2011 edition from Seaforth Publishing. It is broken down into four sections, with Heavy Guns, Medium Guns, 105mm and 88mm Guns and finally Light Anti-Aircraft Guns. A simple but effective arrangement if you like, starting from the biggest and working downwards. The author is an expert on the German Navy of WW2, and his fascination with the subject and the time he has taken to assemble and check all this information is very clear.

This is very much a complete encyclopaedia on the German Naval Gun in WW2, covering every type and then every variant within each type, even down to variations in the mountings of the same weapon between one ship and another, or after modifications were carried out. The whole book is heavily illustrated throughout, with a lot of the simply stunning computer generated 3D illustrations in full colour, as you see on the cover of the book. However, as you can see on the back cover, it is also filled with contemporary photos of ships and close-up images of the real weapons stations. It is certainly the best collection of archive pictures showing all this weaponry that I have ever seen collected together.

The heavy guns cover the 40cm weapons of six planned Battleships which never actually got built, the 38cm guns of the *Bismarck* and *Tirpitz* and then the 28cm weapons of both the *Deutschland* and *Scharnhorst* classes. Medium guns includes those between 20.3cm down to 12.7cm guns used on the variety of Cruiser classes and Destroyers, while they were also secondary armament on the heavier Battleships like *Bismarck, Tirpitz* and *Scharnhorst* among them. Also interestingly, those which were intended for the gun armament for the never completed German aircraft carrier, the *Graf Zeppelin* are also included.

Not unlike the *Wehrmacht*, the German Navy used a lot of 105mm and 88mm guns as well. These served as close range weapons on the battleships, secondary armament on cruisers, or main armament for destroyers and submarines alike. Used on single mounts, there were also an interesting variety of twin mountings as well. Finally, it gets to anti-aircraft weaponry, used on everything from battleship to submarines. The German Navy were users of the 40mm Bofors gun, as were the Allies, and a variety of 37mm and 20mm weapons as well. Some of them will be recognised as the same used on ground mounts by the *Wehrmacht*.

For an enthusiast, the mix of photos, the computer generated images and the authoritative text makes some fascinating reading. For the modeller, and if you have ever had a go at a model such as the 1:350 scale kits such as *Bismarck* (from Tamiya) of *Scharnhorst* (from Dragon), then it is hard not to be impressed by the sheer number and variety of gun mountings that are carried on the decks and superstructures of these large battleships. This is a great reference book to know how to paint and finish them, along with giving so much background information on the very variety they carried, both long, medium and short-range weapons. If you are planning to, or even just thinking about, modelling a German vessel of WW2, then I'd suggest this is a great book to have on hand.

Robin Buckland

Atten-Shun!

The Product Review Column

The Editor welcomes product samples for review. Unless a prior arrangement has been made with the Editor review samples WILL NOT be returned.

All product samples intended for review in 'Atten-Shun!' should be sent direct to the Editor at the address listed under 'Editorial' on the contents page.

Da Vinci Machines Series
Da Vinci
Catapult
ACADEMY
HOBBY MODEL KITS
■Catapult used for siege warfare designed by Leonardo da Vinci
■Like a crossbow, catapult force is obtained from two flexible limbs and ropes
L3

Academy

Da Vinci Machines Series No.4 Catapult

Leonardo da Vinci designed many machines in his life. Some were new while others were improvements on existing designs. This model recreates one of the latter type. Before gunpowder became widely used, the main method of attacking a castle or walled city was a catapult throwing stones of various sizes to break down the walls or some natural or not so natural form of biological or chemical agent over them.

Various types of these existed but da Vinci's design was nothing if not elegant. Not content with other methods of storing energy he created a system using curved, flexible 'limbs' in a similar manner to a crossbow. These were made of laminated wood. When released the energy spun a central axle to swing the arm of the catapult.

Academy's reproduction of this weapon (item 18137) is designed for easy assembly by small or possibly older hands. It is complete in the box with the parts moulded in brown plastic with a form of wood grain finish on two main sprues with three smaller sprues for a few items along with two rubber bands - a cheat as this actually provides the motive power - and a set of self-adhesive rubber pads to protect surfaces from the completed item. It is designed to be clipped together though a few drops of glue here and there would help. Even the ammunition in the form of three rocks is provided.

Once assembled these can be fired at one of three range settings. Warnings not to fire them at people, pets or certain objects are included which should be heeded. Otherwise this will be a quick build resulting in a working and possibly educational item.

Peter Brown

Price £11.99
UK distributors Pocketbond, PO Box 60, Welwyn, AL6 0ND.
www.academyhobby.com

1:35 '39-'45 SERIES
M4A3(75)W ETO
Smart Kit
DRAGON

Dragon Models Ltd

M4A3 (75)W ETO in 1:35 scale

One long-standing gripe by modellers was that DML had produced a large number of Shermans and variants of Shermans, but they had not released a new, state-of-the-art straight-up standard production M4A3 75mm Wet Stowage Vertical Volute Suspension System Tank. This was the most common tank in Europe after the invasion forces had established a firm foothold, and as such equipped all but the two 'big' armoured divisions (1st and 2nd, each with three regiments of M4 or M4A1 tanks).

DML took their product-improved M4 sprues and added a new turret taking up not one but TWO sprues and provides it with the best bits from other kits, such as their impressive 13-part M2HB machine gun. This one adds a set of DS plastic T54E1 steel chevron tracks with extended end connectors to boot. Personally, I do wish they had provided two sets as not all modellers will want the extended end connectors. But these are nicely done and will make most modellers quite happy. The DS plastic has proven to be easy to deal with, hold great detail, and also is more amenable to painting than vinyl. It also solves the one problem most modellers have with DML kits, namely the three-piece single link VVSS tracks.

This kit comes with the latest versions of the hull with raised weld bead detail, two different bogie styles (either 'straight top' return roller mounts with pillow blocks or 'upswept' return roller mounts), five-spoke welded steel wheels or pressed steel welded wheels, either 'sculpted' or flat driver toothed rings, and the early model exhaust diffuser.

Some of the sprues show different parts counts indicating some new 'tweaks' to them have been introduced, and the overall effect is quite impressive.

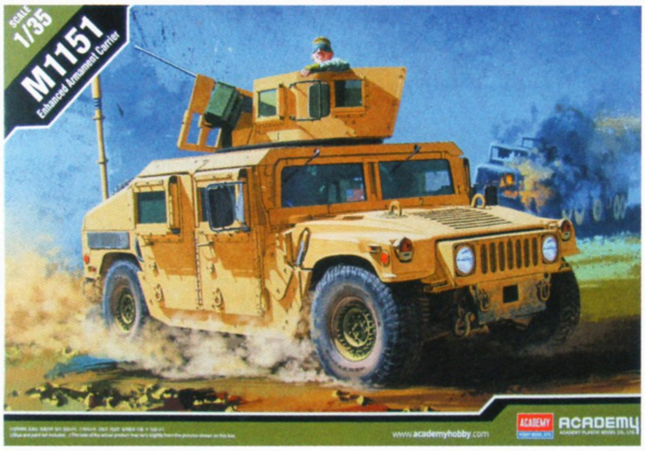
This kit comes with 38 etched-brass parts, some of which are options for plastic parts (such as the tie-down loops on the turret, as this one comes with them as injection-moulded parts as well). Due to improved moulding techniques, DML has only included injected periscope guards, which may not stand well with some modellers but others are more than content to live with as they are less prone to going 'airborne' when the model is completed.

Oddly, only two different finishing options are provided: 10th Armored Division, Trier, Germany, 1945 (Olive Drab with an odd 'white mouse' symbol on the turret and a 'you name it' serial number block); and 11th Armored Division, Andernach, Germany, 1945 (Olive Drab, white 113 or 114). A number jungle with armour triangles and a targeted sheet of Cartograf decals are both included. Overall, while the lack of options for finishing this most common of late model Shermans is odd, this is a very nice kit.

Cookie Sewell

Dragon Models Ltd., Kong Nam Industrial Building, 10/F, B1, 603-609 Castle Peak Road, Tsuen Wan, New Territories, Hong Kong.
www.dragon-models.com
info@dragon-models.com

Turn to page 13 for your chance to win a Sherman M4A3 (75)W ETO kit.



Academy

M1151 Enhanced Armament Carrier in 1:35 scale

It's hard for many of us who served to realise that the Humvee (Hummer High-Mobility Vehicle) has now been in service for just over 25-years. Staring with the M998 series vehicles in the mid 1980s, the actual military family has evolved over the years and now covers a huge number of variants.

One of the main ones – and what could be considered a 'second generation' Humvee – was the M1113/M1114 series of beefier vehicles (Expanded Capability Vehicles) that could be fitted with additional armour protection for use in Iraq. But as insurgent tactics evolved, the protection levels offered no longer met requirements.

Enter what could be termed the 'third generation' of Humvees, the M1151 and M1152. Building on the ECV, the M1151/1152 added a new roof, 12" heavy-duty variable springs, reinforced body mounts, a forward mounted radio rack, and twin air conditioners to provide the crew with better operating conditions. Basically it also added heavier armour to the M1113 chassis and could be fitted with interior blast deflector plates to protect against self-forging fragment penetrators.

The vehicle is normally fitted with one or more jamming devices to protect against radio-controlled IED weapons. The rear mast mounted one is the DUKE, but they can also be seen with the paddle-like RHINO in front of the vehicle or the WARLOCK at the rear.

The centrepiece of the vehicle is its Force Battle Command Brigade and Below (FBCB2) console with its computer screen and twin SINGARS radio sets between the driver's and commander's seats. It also comes with Blue Force Tracker, a device that permits a commander to see on a computer map exactly where all his assets are (and functions as a ground-based IFF system as well).

Academy is now offering a 'factory' kit of an M1151 with many of these features included in the box. The kit comes with all of the basics listed above – the FBCB2 systems, Blue Force Tracker, and the DUKE jammer, as well as the heavily protected 'crow's nest' crew served weapons station on the roof. This is complemented by the most involved if not one of the nicest detailed M2HB machine guns with a total of some 35 parts on its sprue.

The directions indicate that the springs are installed in Step 4 AFTER the axles and drive line is in place; while this strikes me as odd due to the configuration of the suspension it appears correct. The tyres 'trap' the wheels when cemented together, and while I am not a great fan of two-piece plastic wheels these have 'slide-moulded' tread and appear bulgy enough (not flat on one side like the DML half-tracks, but bulged out to the sides). It should make painting them a breeze. Note that like many aircraft models the vinyl keepers for the wheels are trapped inside the axle joints, not the wheels, so you can attach the wheels after the model is finished.

The body is that of the current M1113 series upgrades and has an extended grille and bumper. The reinforced windscreen is nicely done as is the internal armour within the passenger compartment. It also comes with a sprung computer mount (parts E3/E6) and a platform for the gunner (E63/66/67/68). The armoured doors each consist of 13 parts if closed and an etched brass 'piano hinge' if displayed open. An optional USMC fording air intake extension tube is included as well.

The 'crow's nest' is very complex and takes 25 parts on its own with all of the windows and plates included as separate parts. Add in the machine gun and another 15 parts on its own and the turret/weapons station is a model unto itself.

Two figures in modern US Army combat uniforms – the digital camouflage ones – are provided. The driver is wearing the full PASGT body armour and helmet and is posed half in and half out of the vehicle; the gunner is bareheaded with goggles (not the fancy 'eye armour' ones, just goggles) and looks at ease.

Two finishing options are shown: one in sand with black eagle markings on the doors, and one in NATO tricolour sans markings. Given Academy's track record on decals, I would suggest some research on the internet and perhaps after-market markings for a vehicle.

Overall, this is a well-produced kit with lots of potential. As it is current, it should be popular with both modellers and the deployed troops who work on the actual vehicles.

Cookie Sewell

UK distributors Pocketbond, PO Box 60, Welwyn, AL6 0ND.

www.academyhobby.com

DRAGON
1:35 QUARTERMASTER SERIES
MODERN INFANTRY
FIRE SUPPORT WEAPONS

Dragon Models Ltd

Modern Infantry fire support weapons 1:35 scale plastic kit

American infantry support weapons, both 'home grown' and adapted foreign designs for the Army, Marines and various other military agencies are many, and most were introduced or improved upon existing designs in the 1980s for US armed forces use. Dragon's box of weapons in the Quartermaster Series (3808), which we've seen before, is handy to ring the changes for 1:35 scale modern US figures and also look good stowed in and on vehicles for ready use. There are 10 weapons in the box, two of each type, on two large and one small sprue, moulded in light grey polystyrene. These are 'Generation One' weapons, with no open muzzles or extra finesse, as in Dragon's 'Gen 2'weapons included in some of the latest figure kits and all produced by slide-moulding. You get:

Browning M2 .50 cal heavy machine gun with tripod and ammunition box.

M60E3 7.62mm machine gun – updated lightweight version adopted in the 1980s.

M16A2 5.56mm rifle with M203 40mm grenade launcher.

M249 Light Machine Gun – 5.56mm version of the Belgian Minimi, and formally the M249 Squad Automatic Weapon (SAW) in the US military.

Remington M870 pump-action 12 gauge shotgun.

MK19 40mm belt-fed grenade launcher on M3 tripod with ammunition box and belted 40mm grenade rounds.

M136, the US version of the Swedish AT4 84mm anti-tank weapon.

M72E5 66mm Light Anti-tank Weapon LAW, the 'E' suffix indicating this 'one shot' weapon which Dragon provide in folded and extended firing position wasn't fully adapted into service.

M72A3 66mm Light Anti-tank Weapon LAW standard post-Vietnam War issue; folded and extended.

SMAW (Shoulder-launched Multipurpose Assault Weapon) a large 83.5mm, but portable, assault weapon based on the Israeli B-300.

Remember there's two of each weapon in the box. Some have to be assembled from parts supplied, and all are finely detailed and useful for any 1:35 scale figures, not only Dragon's. More than enough to equip a 1:35 scale platoon.

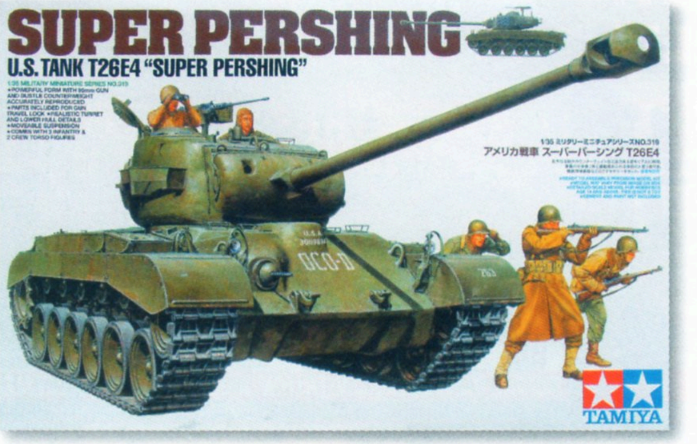
Dragon Models are imported into the UK by the Hobby Co. of Milton Keynes who supplied the review sample.

Ken Jones

Price £10.25 rrp.

Dragon Models Ltd., Kong Nam Industrial Building, 10/F, B1, 603-609 Castle Peak Road, Tsuen Wan, New Territories, Hong Kong.

www.dragon-models.com


SUPER PERSHING
U.S. TANK T26E4 "SUPER PERSHING"
1/35 ミリタリーミニチュアシリーズNO.319
アメリカ戦車 スーパーパーシング T26E4
TAMIYA

Tamiya

US Tank T26E4 'Super Pershing' in 1:35 scale

The T26 series was developed in the later years of WW2 to provide the US Armoured Force with a heavy tank. For many years the army in the field had resisted the use of a heavy tank, being content with the M4 series Sherman medium tanks. But even with the appearance of 76mm gun versions it was clear that the M4 was outclassed by German heavy tanks in 1944. The new tank mounted a 90mm gun and made extensive use of castings for hull and turret. It also used torsion bar suspension. However, they were handicapped by using the 500hp engine from the Ford one for the M4A3 Sherman which was not really powerful enough for a tank weighing over 43-tons.

A small number of T26E3 tanks was shipped to Europe at the end of 1944, they were assigned to various units and saw limited action before the German surrender by which time they had been redesignated M26 and attracted the name 'Pershing' after the American commander in an earlier war. Their guns proved to be very effective. The M26 went on to be used in Korea and in improved form became the M46 which was used as the basis for the later M47, it set the pattern for American tanks of the Cold War era.

Some 25 examples of an even more powerfully armed tank were produced. This was the T26E4, dubbed 'Super Pershing' and they mounted a 70-calibre 90mm gun instead of the 50-calibre version of the standard T26E3/M26. To balance the turret the rear bustle was extended. Only one was sent to Europe, arriving in mid-March 1945 it was assigned to 3rd Armoured Division where it was further modified with additional armour from boiler plate and sections from a Panther. Issued to 635th Tank Destroyer Battalion it was only to fire one shot in anger when it engaged an enemy heavy tank at a range of 1,500 yards.

Tamiya produced a model of the T26E3/M26 Pershing back in 2002 as item 35254. It was designed to their usual standard with nice detail, all crew and the main engine hatches could be posed open though there were no interior details. Two half figures were provided as turret crew, one in a helmet and the other in a winter-style soft cap. It was unusual in that it included metal springs to give some form of 'operating' ability to the idler and rear roadwheel. The inner face of the lower hull also had moulded recesses to hold small nuts which could be attached to the two screws provided to hold the model down onto a base. Tracks were band-type in black flexible material, some extra stowage items in the form of machine gun ammunition and small wooden boxes was included.

This latest version has all the parts of the original with one new sprue with the barrel for the longer L/70 gun of the -E4 variants and its travel lock plus the extension to the turret. Decals are provided for just one tank, T26E4 894 USA 30119894. Other extras are two small sprues with parts for three infantry figures and equipment. One figure is standing wearing a greatcoat firing a rifle while the other two are depicted running forward with a rifle and a BAR. These have appeared before in Tamiya's kit 35250 'US M4A3 Sherman with 75mm Gun'. The weapons and equipment sprue has enough helmets, entrenching tools, canteens and other items for six men as well as a Thompson, M1 carbine and another M1 rifle with grenade launcher attached.

Given its lack of combat use, this looks at first sight like an odd choice for a kit. The original T26E3 version is still available, this one basically offers the modeller all the parts from with the longer gun barrel and extra figures albeit at a price around 25% more. Anyone wanting to model the one tank of this type which saw action would need to add the extra armour package.

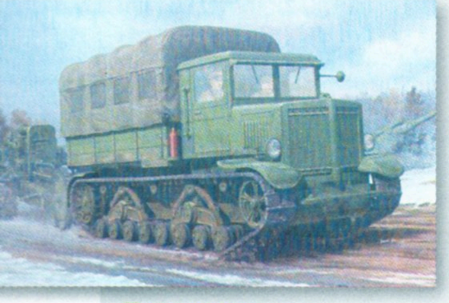
Tamiya kits are imported into the UK by the Hobby Co. of Milton Keynes who supplied the review sample.

Peter Brown

Price around £45

Tamiya Inc, 3-7 Ondawara,
Suraga-Ku, Shizuoka 422-8610,
Japan.

www.tamiya.com



Trumpeter

Voroshilovets Tractor in 1:35 scale

About three years ago Trumpeter released a lovely kit of the B-4M howitzer on its tracked carriage but no suitable tractors were available. Recently they released a kit of the *Voroshilovets* which is very nicely done and should be used by anyone who bought the big howitzer.

As tractors did not need high speed, they used small road wheels and Trumpeter has done a nice job of capturing the suspension of this vehicle. Each bogie unit consists of eight wheels and two bogies compose a suspension unit, complete with shock absorbers and return rollers. The slide-moulded lower hull has all around detail and comes in one piece.

The tracks are single link and come 15 to a sprue, but are relatively simple to deal with and clean up is minimal. The cab interior is relatively spartan but all main controls are present and a nicely done dashboard. The hood and cab are also slide moulded and neatly detailed. The radiator is a separate part from the hood and may be painted and detailed separately if the modeller desires.

The body is done with a wood grain and comes with three bench seats and two fire extinguishers, which introduce some colour into the model. A jump seat with ammunition and tool lockers is located at the front of the body. A large single-piece slide-moulded canvas tilt is provided along with 10 clear windows.

The model does not come with a V-2V engine or any underhood or winch detail, which is a shame with this tractor. While neatly done, the tilt also looks, well, plastic! Some stippling with putty to give it a rough texture will help if it is used (and photos rarely show it lowered or removed). A driver figure also would have helped.

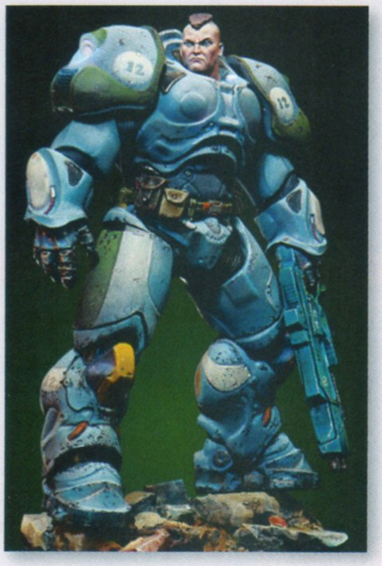
Two finishing options are provided: a generic Soviet tractor in 4BO green and a captured one in German service painted grey with German unit markings. While absolutely correct neither one can be described as anything more than 'dull' so it is up to the modeller to use a finishing technique to make the vehicle's well-executed moulded details stand out.

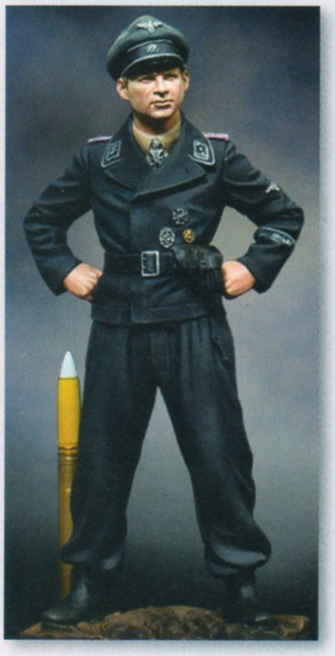
Overall, while not a 'star' vehicle the *Voroshilovets* is a necessary model and one needed with any B-4 howitzer, and with some figures and good finishing will be a winner in that venue.

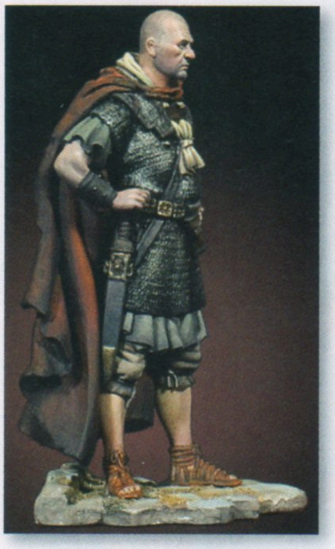
Cookie Sewell

UK distributors Pocketbond,
PO Box 60, Welwyn, AL6 0ND.
Trumpeter, Wasan Plastic
Model Co., Nanlong Industrial
Area, Sanxiang Zhongshan,
Guangdong, China.

www.trumpeter-china.com







Andrea Miniatures

White metal figure kits in various scales

This company produces anything, and just about everything for the figure modeller, historical or fantasy. Their first kit this time is from a new fantasy series titled 'Dark Nova'. Item DN1 is a 54mm figure (but looks much bigger!) titled Sgt Connor, Serpentian Heavy Infantry. There's no doubt he is a large fellow, carrying a very large gun and sporting a semi-Mohican haircut. Attired in an all-enveloping armoured 'suit', he is ready to do battle with the forces of darkness…or… whatever! This figure has strangely been cast in two materials, with the torso in resin and everything else that attaches to it, head, arms, legs, hands, etc., in white metal. In total, there are nine crisply cast parts, including a base. If you are a fan of the fantasy genre I'm sure you won't be disappointed with this first figure from a new range. Item DN1 retails at £47.35 plus £4.95 p&p.

Mention the name *Hauptsturmfuhrer* Michael Wittman of the *Liebstandarte SS Adolf Hitler* and *Schwere SS-Panzer-Abteilung 101* and there's not many WW2 fans who will not have heard of this iconic German tank commander. He first came to the attention of his superiors while fighting on the Russian Front. However, for the Western Allies, Wittman underlined his fearsome reputation in Normandy in June 1944 at Villars Bocage during his confrontation with a column of tanks from the British 7th Armoured Division. He was killed just two month's later in circumstances that are still disputed to this day. Wittmann was the holder of the Knight's Cross with Oak Leaves and Swords, one of Nazi Germany's highest honours. Andrea has now released a 90mm scale kit of Wittmann in its 'The Third Reich, Rise and Fall' series as he would have appeared in June 1944 just before his famous engagement in Villars Bocage (item TR-11) on the 13th. The kit consists of eight white metal parts, including a base and a 88mm shell. He has been sculpted in typical pose with legs apart and hands on hips. All the castings are very crisp and went together without any trouble, I used just a little filler here and there to ensure that any small gaps were closed. Accompanying the kit is a photo of Wittmann on the turret of his Tiger (this, incidentally, shows the *zimmerit* covering to good effect) with a short biography of this remarkable warrior on the reverse. Item TR-11 retails at £55.50 plus £5.95 p&p.

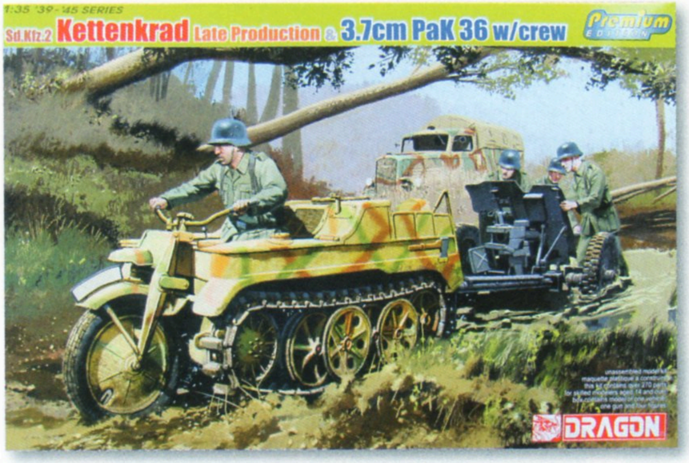
Andrea's final figure here is titled Roman Legionary 1BC (item ANSRO2). This is a continuation of the ROMA series that began with the superb ANSRO1, Centurion. As with the earlier kit, this latest one is in 54mm scale and is certainly to the same high standard as the earlier kit. Cast in white metal and consisting of six parts with the head and cloak separate. With the head and cloak separate it makes it all the more easier to paint these two parts and then attach them to the already painted main body, although it does help that the two parts are such a superb fit that one doesn't have to do any fettling to ensure a good fit but it is wise to dry fit them before painting. Another fine kit from this well-established manufacturer, I hope the series continues in this high quality. Item ANSRO2 retails at £29.25 plus £2.95 p&p.

All Andrea miniatures kits are available from Historex Agents, Wellington House, 157 Snargate Street, Dover, Kent CT17 9BZ.
sales@historex-agents.co.uk
www.historexagents.com

Charles Davis

Prices in text

Andrea Miniatures, C/ Los Telleros, 21, Pol. Ind. de Alpedrete, 28430 Alpedrete (Madrid), Spain.
www.andrea-miniatures.com

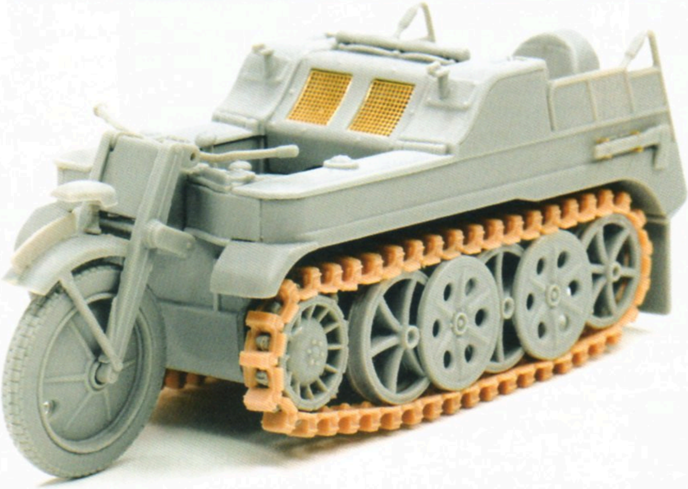

1:35 '39-'45 SERIES
Sd.Kfz.2 Kettenkrad Late Production & 3.7cm PaK 36 w/crew
Premium Edition
DRAGON

Dragon Models Ltd

SdKfz 2 Kettenkrad Late Production and 3.7 PaK 36 w/crew in 1:35 scale

Back in 2004 DML released a kit of a *SdKfz 2/2 Kettenkrad* as a field wire layer (item 6128) with a crew of three. While it was a huge upgrade from the ancient Tamiya kit from the early 1970s it did have some quirks and drawbacks, including tiny two-piece single link tracks which were smaller than many 1:72 scale tracks! Later on DML also released as item 6139 of the 3.7cm *PaK 36* 'doorknocker' anti-tank gun with some nice touches like the oversized stick bomb with HEAT warhead. In 2008 they released a modified version of their 7.5cm *PaK 40* with a new mould five-man *Wehrmacht* crew.

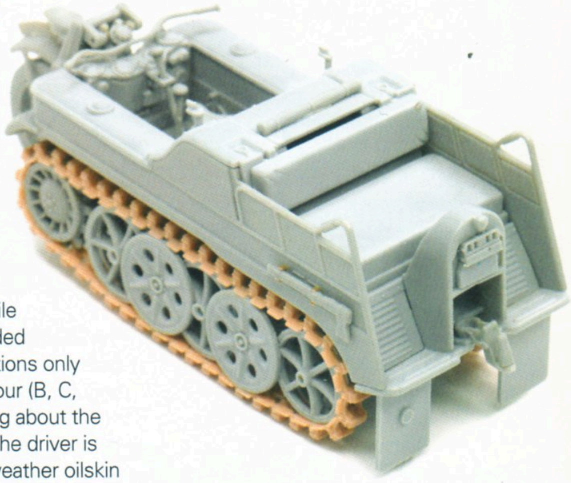
Now DML has recombined these three kits into one new 'Premium Edition' kit with some modified parts for the *Kettenkrad* to change it to a late production vehicle.



The 'Late Production' changes to the model include replacing the motorcycle style headlamp with a Notek light and new drivers. Most important, the model now comes with a set of DS Plastic track runs to replace the incredibly tiny and tedious two-part tracks from the original. While there are arguments to be made both ways about single link versus single run tracks for larger vehicles, I daresay most people will appreciate not having to fuss around with minuscule track links in this scale. Track details are amazingly well replicated (check out the bolt head details) and these should be well received (barring fit problems).

The *Kettenkrad* still comes with a complete engine-transmission assembly, separate roadwheel arms, and interior details as before. The seat parts are now provided for the two-man crew carried at the rear of the vehicle (which was replaced by a cable reel assembly in the 2/2 variant). A tow hook and taillight casing is also now present. The box sides and bottom indicate several bits have been redone such as the front fork and hull parts as well.

The *PaK 36* comes on two sprues with a number of nice bits, but no ammunition is provided other than the complete replacement stick bomb for the barrel, which is also not covered in the instructions. It also comes with an unused barrel for the Gerlich 4.2cm taper-bore anti-tank gun for no reason I can discern; only a handful were built and there were other modifications to the carriage to boot including a spaced gun shield.



The crew consists of five figures spread over three sprues and provides DML 'Gen1' style figures of six parts (head, torso, legs and arms) with attached kit. But while six figures are provided in the kit the instructions only cover assembly of four (B, C, D, and E) and nothing about the driver or Figure A. (The driver is as before in a wet weather oilskin suit and may not fit well for late war summer operations.) These are in the 'stick here' black and white photo rendition, as well as an assumption of using the box art for painting.

Three finishing and marking options are provided, all for *"Unidentified Unit, Eastern Front 1943"*: sand with green and brown stripes; sand with green and brown patches; and all sand brown. Decals from Cartograf consist of only licence plate blanks and a number jungle but no finishing suggestions for actual plate numbers.

Overall while it is nice that DML does upgrade and recombine older kits into nice new packages, they really do need to upgrade their instructions to match.

Cookie Sewell

Price £27.99

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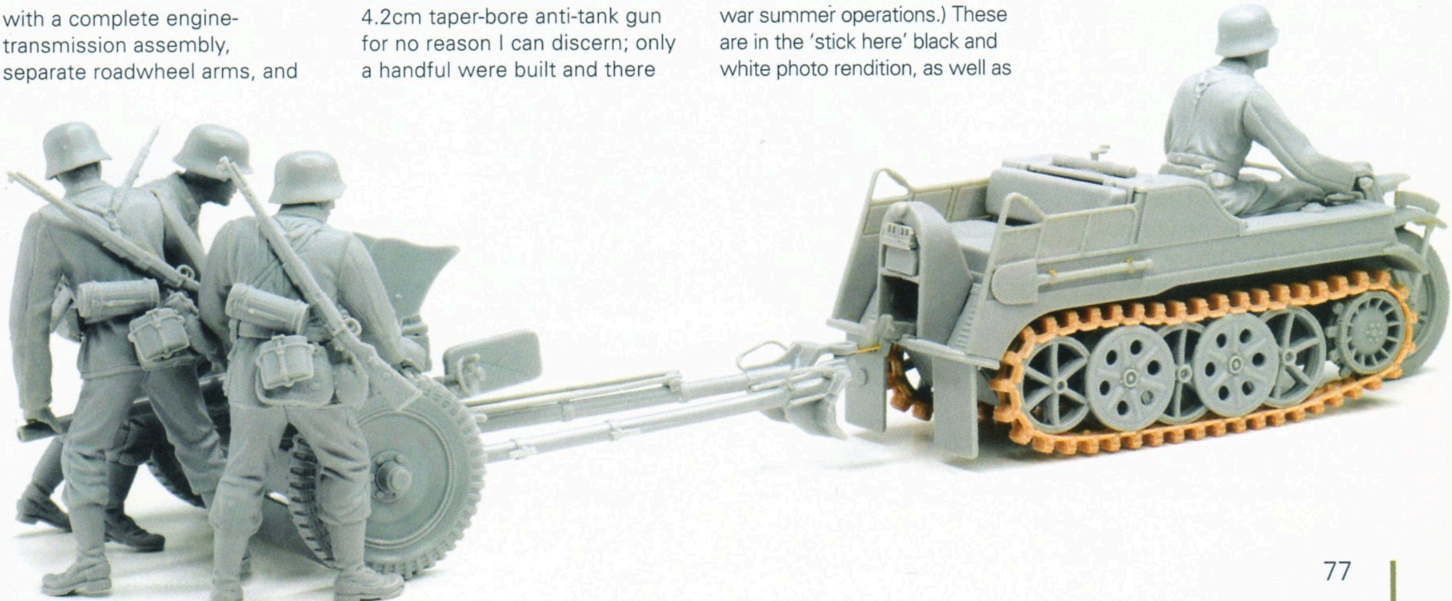

1:35 '39-'45 SERIES
Pz.Kpfw.IV Ausf.H
Mid-Production Autumn '43
Smart Kit
DRAGON

Dragon Models Ltd

PzKpfw IV Ausf H Mid Production Autumn 1943 in 1:35 scale

For their 20th new issue *Pzkpfw IV* kit since 2006 DML has selected a mid-production *Ausf H* variant from autumn 1943. This variant is a production version pre-mandatory *zimmerit* application and appears to use mostly *H* components rather than the late *G*/early *H* overlap of *G* parts with some modifications. While more than 2,300 *H* models were built, I leave it to more determined researchers to figure out how many of this actual model were produced!

This is essentially the same kit as the *Pzkpfw IV Ausf H* with *zimmerit* (No. 6560) from 2010 with several sprues swapped out – overall it changes out to more than 63 parts and also replaces the DS track runs from the late *H* with two sets of 'Magic Track' single links (left and right).

Construction follows the previous kits. As with the earlier kits this kit has another new hull pan which is complete less the stern plates, separate final drives, and much of the surface detail simulates screw or bolt holes; it also has an applique lower glacis plate. Drivers now consist of only four parts; the separate bolts are gone. Bogies are now nine piece affairs without separate tyres. New details are provided for the tow hook at the rear of the hull as well.

The upper hull again consists of a deck and framework with appliqué sides, front and rear engine intake components and fenders. Note that the upper hull parts (E21, E28 and new rear plate T2) need to have holes drilled in them in Step 8 but the directions note that these are optional. The muffler has a central tube section and six add-on parts to complete it along with a slide-moulded exhaust pipe. This kit also adds the external air cleaner set which mounts on the right side of the hull, something which was found to be essential in the dusty summer conditions in Russia.

All ports and hatches are separate parts so they can be posed open. While no interior components for the lower hull are yet present, the hull still provides a rudimentary firewall for the engine compartment, and the various vents and louvres can be positioned open or closed. The bow also comes with a well-done machine gun and ball mount. Note that all ports have clear styrene inserts as well.

The turret is relatively conventional in its parts breakdown, but the KwK 40 is unique. The barrel is nearly complete in regard to length, being trapped between the recoil cylinders at the rear and slid through the armoured recoil cover and barrel jacket before having the muzzle brake installed; this is only in styrene, but a metal part could be provided later in an upgrade set. The new commander's cupola now consists of 24 parts. Other than the gun and cupola there is still only a minimal interior for the turret, however.

Etched-brass parts are kept to a minimum and only cover items such as the engine air intake louvres, the inner guides of the idler wheels, some small brackets, and the flaps for the engine air intakes on the sides of the rear deck.

Considering how widely used this version was, surprisingly DML provides but a single finishing option: Unidentified Unit, Eastern Front 1943 (tri-colour with black crosses). A tiny sheet of but four crosses is provided from Cartograf.

Overall, the lack of finishing information lets down what should be a popular kit and it is somewhat odd for DML not to have provided more options.

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Tamiya

British 25pdr Field Gun & Quad Gun Tractor (Canadian Ford FGT) in 1:35 scale

Tamiya added a 25pdr and Ford tractor to its 1:35 scale Military Miniatures Range back in the 1970s and it has been available at various times since. This latest re-issue is the same item, apart from a few small changes to the box and instruction booklet it would be hard to tell apart from earlier issues.

Moulded in sand plastic, two sprues provide parts for the 25pdr and limber with a small loose sprue for the coiled tow rope. In this release it is intended to be assembled in towed configuration, although the linkage between gun and firing platform in firing form is provided and there are two 'trays' each with four 25pdr projectiles and cases the limber doors are moulded closed. (Old hands will recall a separate issue of the gun and limber with additional parts for the limber in open format and a crew, note that these are NOT included here). The gun can be assembled either without or with a muzzle brake. However, if depicted without the muzzle end has a very slight belling out and the counterweight should be removed.

BRITISH 25PDR. FIELD GUN & QUAD GUN TRACTOR CANADIAN FORD F.G.T.
TAMIYA

The Quad depicted is a Ford-built vehicle in its second form with No.12 style engine hood and open roof. It comes as separate upper and lower body parts plus three sprues in sand plastic with a smaller sprue of clear parts for windows. Details include axles, propeller shaft and steering rod underneath, a basic engine (though there is no facility for the hood to be raised, this could be depicted with a little extra work) and driver's controls and seats inside. A driver figure in shorts and shirtsleeves with beret is included. Side doors and the small hatch over the front passenger seat can be depicted open, the roof opening has options for a tarpaulin cover or a simple framework if it is not used.

A final sprue contains basic accessories, a spare wheel for the Quad and a not very convincing rolled camouflage net, assorted rolls and packs, a box, a steel helmet and a shovel and other tools which can be positioned on the tractor or limber.

This kit is typical of its time. Details are reasonable enough, tyres are moulded in one main part which gives limited tread detail. The driver has an odd combination of dress for a wartime vehicle. One drawback to the set noted over the years is that the Quad is not 1:35 scale, it is closer to 1:32 though the actual scale varies depending on what is measured. As mentioned, depicting the gun without muzzle brake is not accurate out of the box.

Colour details and decals are also typical of the 1970s. One option for a unit operated by the Canadian 1st Infantry Division is listed as in dark green which modern researchers might take exception to. Two for 'Commanders Vehicle Use by British 8th Army' are in dark yellow and black or dark green Mickey Mouse pattern, again maybe not very accurate. Decals for these include two variations of tactical marking used by artillery units in WW2 with alternative unit signs for 7th Armoured Division and what appears to be an attempt at a 10th Armoured Division sign though in white on black.

When first released this was welcomed as a good kit, today it may be seen as having drawbacks. Now as before it will build into a fair representation of its subject with the usual ease of Tamiya's kits, with some work the 25pdr could be detailed up though the scale of the Quad means it has more limitations. Current price is around £29.99, anyone just wanting the Quad might prefer to buy it on its own as item 35045 which is listed at £20.99.

Tamiya kits are imported into the UK by the Hobby Co. of Milton Keynes who supplied the review sample.

Peter Brown

Tamiya Inc, 3-7 Ondawara,
Suraga-Ku, Shizuoka 422-8610,
Japan.
www.tamiya.com

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